

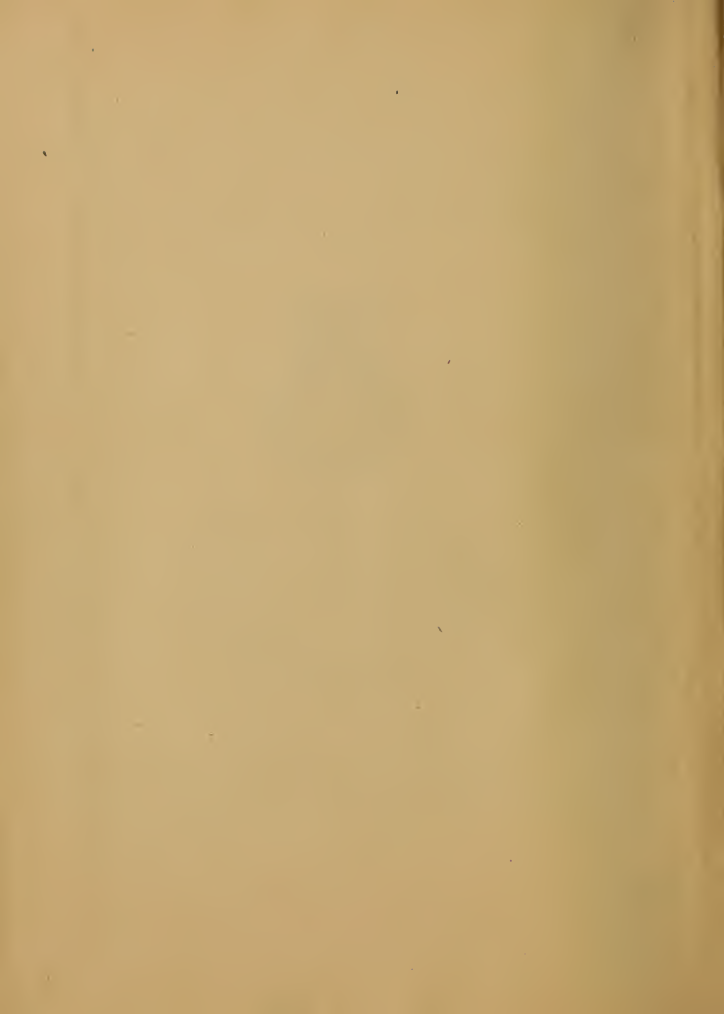


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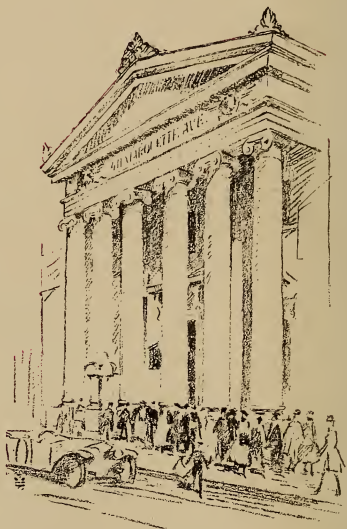
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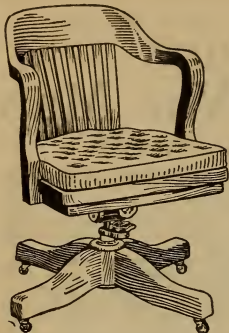
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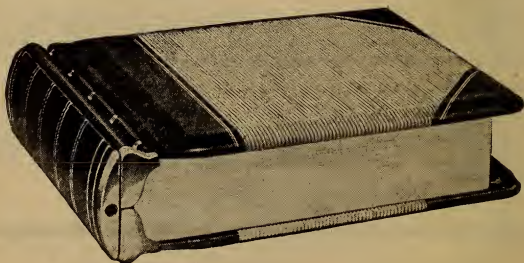
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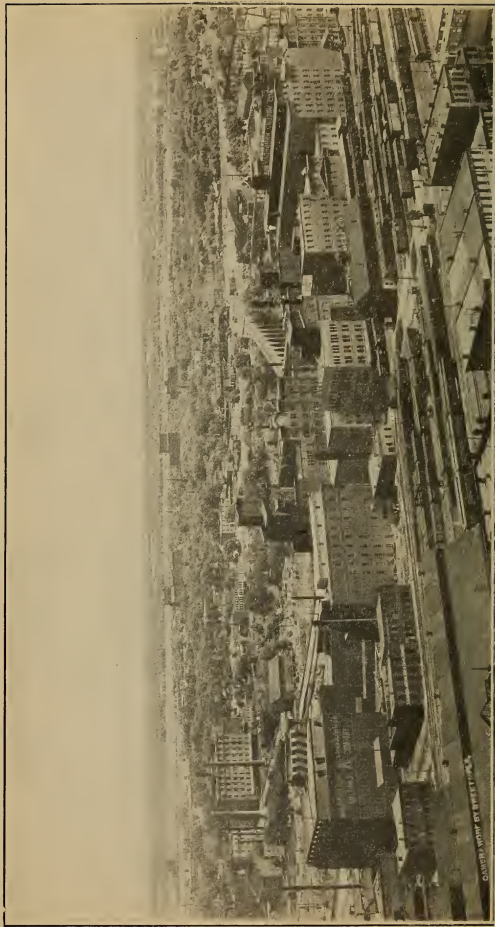
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THE MINNEAPOLIS FLOUR MILLING DISTRICT.

This picture shows only the group of Mills at the Falls of St. Anthony. Several large mills are located in other parts of the city.

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See page 1 under heading "About Minneapolis" for directions for using this book.

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DICTIONARY OF MINNEAPOLIS

AND VICINITY

About Minneapolis.—This Dictionary of Minneapolis is intended to supply the need, which every resident and every visitor feels, of a handy compendium of information about this, one of the most interesting cities in the country. It is equally useful to persons living elsewhere who may be interested in Minneapolis.

Whether to be used by the resident, the non-resident or the visitor it is of first importance that the information should be arranged in the most convenient and accessible way. To accomplish this purpose the alphabetical or encyclopedic arrangement of topics is used as the simplest and most practical. The book is its own index. If the reader wishes to look up the "University of Minnesota" he will find it instantly under the letter "U." Should he by chance look first for "State University" he will find that subject under the letter "S" with a reference to "University of Minnesota."

Minneapolis is a large city and has many different kinds of attractions. The visitor especially interested in the picturesque will want to see something of the parks, Minnehaha Falls, Fort Snelling and Lake Minnetonka; while the man with a more mate-

rial bent will be particularly attracted to the flour and lumber mills, the railroad facilities and the immense business establishments. By looking up the topics in which he is particularly interested one may find condensed information as well as directions for seeing what is to be seen in the most convenient way.

But every stranger should endeavor to obtain a general view of the city in its several aspects. Under the heading "Seeing the City" are brief directions for reaching the points of interest in the business district, the prominent buildings, the flour and saw mills, the best residence sections, the University, etc. Under the heading "Drives," are directions for making a number of carriage or automobile excursions in the city and suburbs. The topic "Excursions" covers the general subject of electric car trips of from an hour to a day as well as suggesting some of the points of interest worth visiting throughout the northwest. In all this sight seeing the maps in this Dictionary will be of assistance.

Academies. (See PRIVATE SCHOOLS.)

Academy of Sciences.—The Minnesota Academy of Sciences first took definite form as a distinct organization in 1873. It had its origin in a desire on the part of its

founders organize "a society having for its object the cultivation of Natural Science." Besides making collections of specimens, the society holds regular meetings, at which papers on scientific subjects are read and discussed. These proceedings are published from time to time and form a valuable addition to scientific literature. The academy has a home in three rooms on the fourth floor of the Public Library building. Cases are provided for the specimens, by the city. This collection includes a large number of mounted birds, an extensive collection of geological specimens, rare Indian relics and Chinese, Egyptian and Greek antiquities. The academy some years ago added largely to its collection through a scientific expedition to the Philippine Islands. All persons interested in science are invited to contribute to the Museum. The officers are: T. B. Walker, president; Dr. F. J. Wulling, vice president; Harlow Gale, secretary; Edward C. Gale, treasurer. The membership is about 100. Meetings, to which the public is invited, are held monthly.

African Methodist Episcopal Churches. (See CHURCHES, MISCELLANEOUS.)

Agricultural Experiment Station. (See UNIVERSITY OF MINNESOTA.)

Agricultural Implements.—In the manufacture and sale of agricultural implements, Minneapolis has but one rival in the world. The volume of business in this line is first in magnitude among the city's interests, the grain and flour trade ranking next. The wholesale branch of the business is most important, the houses engaged in that line being among the largest and most progressive to be found anywhere. The buildings occupied by the wholesale implement concerns are models of ware-

house construction, substantial in appearance, attractive in design, and equipped for handling goods expeditiously. These warehouses are confined to no one section of the city, being distributed from Seventh Av. S. to Eighth Av. N., and from First St. to Fifth St., according as the best shipping facilities become available. In handling the heavy and bulky packages, trackage is essential, and the implement houses have located wherever the problem of transportation seemed most simple of solution. The jobbing territory covered from Minneapolis extends from Wisconsin on the east, to Idaho on the west, and for the manufacturing concerns the field is unlimited. That branch of the business includes a great variety of products, such as gas tractors, motor trucks, wagons and vehicles, grain drills and seeders, threshing engines and separators, harrows, haying machinery, bob sleds, fanning mills, grain cleaners, etc. There are probably 4,000 people employed in the implement manufacturing establishments of the city, and the value of the product is in the vicinity of \$20,000,000 annually. The gross volume of the implement business last year is estimated at \$45,000,000.

Agriculture, College of. (See UNIVERSITY OF MINNESOTA.)

Agriculture, School of. (See UNIVERSITY OF MINNESOTA.)

Aldermen. (See GOVERNMENT and CITY OFFICIALS.)

Altitude.—The crest of the Falls of St. Anthony is about 800 feet above sea level. Some points in the city are several hundred feet higher.

Ambulance.—In case of accident, ambulances and patrol wagons may be summoned for the removal of injured persons by telephoning to police headquarters in the city hall. An auto-patrol

wagon is a part of the equipment.

Amusements.—In its possibilities in the way of diversion and recreation Minneapolis is especially fortunate. During the theatrical season, from the latter part of August to the end of May, the principal theatres supply a large variety of attractions, ranging from the finest dramatic and operatic performances, to the vaudeville and motion picture shows given at low prices. Over 60 motion picture shows are open the year around.

It is to the surrounding lakes that Minneapolis owes much of her opportunities for enjoyment. Lakes Harriet and Calhoun and Lake of the Isles and Cedar Lake are within the city limits and are easily reached by electric car, carriage, automobile or wheel. At all these lakes rowing, sailing and fishing may be found. Picnics at these lakes, as well as at Minnehaha Falls, (which are within the city limits) are much in vogue. Excursions of from one hour to several days are possible throughout the season. Smooth lake shore drives and tree-lined avenues make riding, automobiling, bicycling and pedestrianism popular. Golf, tennis and croquet flourish. Fishing and hunting may be enjoyed without much loss of time on the road. Baseball, football, rowing, and other athletic sports are very popular, and the meets of several driving clubs supply pleasure for the lovers of fast horses. The state fair, with racing and other amusements, occupies a week in early September.

Skating is ordinarily in season from Thanksgiving to March. A score of lakes and ponds within the city limits are utilized for this sport.

Ice yachting is very popular. There are many ice yachts at Lake Calhoun, while at Lake Minnetonka the sport is enjoyed in full

measure on the long reaches of that beautiful lake. (See MINNETONKA YACHT CLUB.)

The frozen surface of Lake of the Isles is utilized each winter for an ice race track where the owners of fast horses find most exhilarating amusement. Curling is another winter sport and bowling—though popular all the year—is given more attention in the winter.

There are usually about three months of sleighing. More detailed references to the various amusements will be found under their particular heads. (See THEATRES, STATE FAIR, EXCURSIONS, etc.)

Andrew Presbyterian Church.—The oldest Presbyterian church in the city, has a modern edifice, corner of 4th St. and 8th Av. S. E. Oak & Harriet and Como-Harriet lines. (See PRESBYTERIAN CHURCHES.)

Andrus Building.—A ten story office building at the corner of Nicollet Av. and 5th St. It is fire proof and modern in all its details of construction.

Anoka.—On the Mississippi river, 19 miles above Minneapolis. Great Northern and Northern Pacific Rys. Minneapolis, Anoka & Cuyuna Range Ry., (electric) from 6th St. and 2nd Ave. So.

Apartment Houses.—Minneapolis has some of the finest "flats" in the country. Rentals vary from \$15 or \$20 to \$100 or more per month—the latter figures for the most elegant and commodious flats.

Apollo Club.—A male chorus of 100 which gives three concerts each year exclusively to its subscribers, many of whom have been subscribers since its organization in 1896. The club rooms are in the Lyric Theatre building and the officers are E. J. Carpenter, president; C. A. Buholz, vice president; Geo. B. Eustis, secretary;

and I. D. Cooper, treasurer; Dr. W. Rhys-Herbert, accompanist; E. S. Ender, organist. Musical director, H. S. Woodruff.

Apron, The. (See ST. ANTHONY FALLS.)

Architectural Features.—Among western cities Minneapolis stands very high, architecturally considered. The substantial character of the city's buildings is often commented upon most favorably; the display of architectural taste and ability attracts no less attention from the cultivated visitor. Many of the public buildings are Romanesque in leading features, but pure types of any period or style are wanting. Nearly everything is modernized. The Court House and City Hall, Metropolitan Life building, Auditorium, Northwestern Bank building, First National-Soo Line building, Northwestern National Bank building, Security building, Public Library, Chamber of Commerce, new Donaldson building, Andrus building, Lumber Exchange, Minneapolis Club, Art Institute, McKnight Building, are among the best designed buildings. Westminster Presbyterian, Hennepin Av. Methodist, Church of the Redeemer, Plymouth Congregational, St. Mark's Episcopal and the Catholic Cathedral are models of church architecture, while residences without number are conspicuous for architectural skill displayed.

Area (of Minneapolis).—In the corporate limits of Minneapolis there are 53.29 square miles. The city is ten miles long (from north to south) by about six miles wide.

Armory.—The various militia companies of the city occupy a massive structure on Kenwood Parkway near Lyndale avenue.

Army, U. S. (See FT. SNELLING.)

Art Commission.—The Art Commission of the City of Minneapolis is constituted under a legislative act which provides that no work of art shall become the property of the city by purchase, gift or otherwise, unless the same or a model thereof, together with a statement of the proposed location shall be approved by the commission.

Art Galleries.—The principal gallery is that of the Minneapolis Institute of Arts (See ART INSTITUTE). The public library maintains a public gallery in the library building. This collection is enriched with loans from private galleries, and with a collection of statuary casts. Several small galleries, which like the Art Society collection are free to the public, are to be found in connection with the art stores and the studios of resident painters. The Beard Art Galleries, 926 Nicollet Av. and 68 S. 10th St., are worth visiting. Private galleries are few. The most extensive is that in Mr. T. B. Walker's home, 807 Hennepin Av., open to the public every weekday from 8 a. m. to 6 p. m.

Art Institute.—Members of the Minneapolis Society of Fine Arts instituted in 1910 a campaign for the erection of a great art museum and at a gathering on Jan. 10, 1911, the sum of \$604,500 was pledged for the object. This included a site valued at \$250,000 presented by Clinton Morrison and a subscription of \$100,000 from W. H. Dunwoody. Additional subscriptions brought the building fund up to half a million and plans for a building 575 feet long by 500 deep were completed in the spring of 1912, and the central unit was finished and opened to the public Jan. 7, 1915. The architects were McKim, Mead and White of New York. The Minneapolis Institute of Arts is pronounced to be one of the finest buildings of its kind in the coun-

try, the galleries large, light and restfully varied in the color of their decorations. The main floor is principally occupied by a collection of casts of famous works of sculpture representing many periods and schools given by Russell M. Bennett. On this floor are also the so-called period rooms where the original sculpture, furniture, tapestries, paintings, etc., owned by the Institute are arranged according to the period which produced them. Thus, all the objects made in the Gothic period (XIII-XV centuries) are together in one room. There are three galleries devoted to Oriental art, one to Egyptian, one to Gothic, two to Renaissance, one to XVII century, two to XVIII century. The Library and Print Study Room are also on this floor. In the period rooms may be seen the magnificent tapestries given to the Institute by Mrs. C. J. Martin, known as the Charles Jairus Martin Memorial Collection. This collection alone makes the Institute worthy a visit.

On the gallery floor are rooms and a series of alcoves devoted to modern paintings, prints and drawings. Seven galleries are now occupied by the permanent collection while two galleries are used for loan exhibitions of various kinds, which are changed each month. On this floor is also the Bradstreet Memorial Room and the Print Exhibition Room.

Among the permanent exhibits may be mentioned the Martin B. Koon Memorial Collection which includes examples of such men as Redfield, Twachtman, Symons, etc., given by Mrs. C. C. Bovey and Mrs. C. D. Velie. Of the pictures owned by the Institute many are by prominent artists as Burne-Jones, David Wilkie, Sorolla, Alexander, Tarbell, Isham, Courbet, Troyon, Stuart, etc.

The Art Institute is on 24th st. between Stevens and 3d av. S. 54th st. and Col. Heights car line.

In the building are also a lunch room open to the public and a rest room. The school rooms of the Minneapolis School of Arts (See under that title) were formerly in the Institute; the School now occupies a building of its own in close connection with the Institute.

The galleries are open to the public every day from 10 a. m. to 5 p. m. except Sunday and Monday when the hours are from 1 p. m. to 5 p. m. Sunday, Wednesday and Saturday admission is free. Other days, a 25-cent fee is charged.

(See MINNEAPOLIS SCHOOL OF ARTS and MINNEAPOLIS SOCIETY OF FINE ARTS.)

Art Schools. (See MINNEAPOLIS SOCIETY OF FINE ARTS and HANDICRAFT GUILD.)

Art Society. (See MINNEAPOLIS SOCIETY OF FINE ARTS.)

Art Stores.—There are several places where artists' materials and pictures of various kinds may be purchased. These stores usually make a display of paintings, etchings and other works of art. Well worth visiting are The Beard Art Galleries, 926 Nicollet Av. and 68 S. 10th St.

In quite a number of shops may be found a development of the growing tendency to the application of art ideas in the manufacture of merchandise of all kinds, notably in glass and china, furniture and fabrics

Ashes and Garbage.—The municipal government makes provision for the removal of ashes and garbage. The garbage is burned in a crematory at Camden Place; ashes are used for filling low places in the city. Owners or occupants of each house must provide metallic cans with close-fitting covers and of twenty gallons capacity for garbage and thirty gallons capacity for ashes. Only garbage—animal and vegetable

matter—and refuse which will burn may be put in the garbage can and ashes, tin cans, broken glassware, etc., into the ash can.

Assessed Valuation.—By the last assessment Minneapolis property, is valued at \$287,482,499. Of this amount \$169,688,306, assessed on a 40% basis, is represented by ground and buildings, \$46,373,033, assessed on a 25 and 33½% basis, personal property and \$71,421,160 by moneys and credits. As the assessment is less than fifty per cent of the true value and much personal property always escapes taxation, the wealth of the city may be safely estimated at about \$550,000,000.

The assessed valuation and tax rate for several years past were as follows:

	Rate.
1900.....	\$99,492,054 27.40
1901.....	102,212,506 29.86
1902.....	121,417,636 25.33
1903.....	128,596,734 28.46
1904.....	135,708,902 28.56
1905.....	138,690,490 29.75
1906.....	164,419,145 26.50
1907.....	168,038,386 30.17
1908.....	175,912,389 28.63
1909.....	179,065,989 31.04
1910.....	197,036,479 30.13
1911.....	198,910,208 31.79
1912.....	213,398,439 32.57
1913.....	219,669,533 35.76
1914.....	196,306,615 35.77
1915.....	201,434,378 39.36
1916.....	206,493,563 39.43
1917.....	287,482,499 48.48

Associated Charities.—The Associated Charities of Minneapolis was established in 1885 and incorporated in 1889. Its chief object is the treatment of Minneapolis dependents. Its principles are to study, relieve and prevent poverty.

The Associated Charities maintains the following departments to accomplish the objects noted above: relief and service, legal aid bureau, friendly visiting, study and prevention of tuberculosis, a confidential registration bureau, and visiting nurses

to care for the needy sick in their homes.

The work is carried on entirely by voluntary subscriptions. The society makes no distinction between applicants on account of religion, politics, color, or nationality; it never proselytizes or interferes with the work of any benevolent or charitable society, but attempts to bring all philanthropic forces into harmonious and effective relations.

Sumner T. McKnight is president, Henry L. Moore, treasurer, and Frank J. Bruno, general secretary. The central office is in the Old Chamber of Commerce Bldg., 3d St. and 4th Av. S. (See BENEVOLENT SOCIETIES, GOVERNMENT and CHARITIES and CORRECTIONS.)

Asylums. (See BENEVOLENT SOCIETIES AND INSTITUTIONS, and HOSPITALS.)

Athnaeum. (See PUBLIC LIBRARY.)

Athletics. (See SPORTS.)

Auditorium.—The Minneapolis auditorium was erected in 1905 by the Northwestern National Life Insurance company of Minneapolis in connection with a home office building for the company, at the corner of Nicollet avenue and Eleventh street. Its main front is on Eleventh street. From its handsome facade of 110 feet in width the building extends towards Twelfth street 220 feet. On all sides it is surrounded by open space, even the adjoining office building being separated from it by a wide alley. This arrangement makes possible a very complete system of exits, which, with the general fire-proof construction, makes the building as safe as is possible.

Foyers of the full width of the building are found on the first, second and third floors, from which wide promenades lead down either side of the auditorium. Numerous doors admit to these promenades.

On the main floor six exterior doors lead from the promenades to the surrounding open air alleys, making it possible for people from this floor to reach the outside of the building without passing to the front of the building at Eleventh street.

Although rising to the full height of the office building—four stories—the Auditorium has but three floors—the main floor, balcony floor and gallery floor; but on the Eleventh street front a small dancing hall, 40x65 feet, has been provided on the fourth floor level. At the other end of the auditorium the stage occupies the full width of the building. It is 44 feet deep, with a proscenium arch 58 feet wide and 40 feet in height. There is room on this stage for a chorus of 400 besides the space allotted to the great pipe organ. Numerous dressing and retiring rooms afford every convenience.

At the right of the stage is a magnificent concert pipe organ, which is the fourth in size in the United States. It is a four manual organ with about 4,000 pipes and 140 stops, has sufficient volume to fill the hall properly, and is equipped with all modern improvements for perfect manipulation.

The seating capacity of the hall is about 2,500, divided as follows: main floor 1,500, balcony and gallery about 500 each. For convention purposes the seating capacity of the stage may be added to this. The main floor is of concrete and level; but when used for concerts, lectures or similar entertainments, a sloping, movable floor of wood is placed in position. Details of equipment and decoration are worked out along the most modern and approved lines, and Minneapolis has as complete and well designed an auditorium as any city in the country.

The exterior of the building is dignified and appropriate to its

purposes. This as well as the details of interior construction, are the result of careful study upon the part of the architects, Messrs. Bertrand & Chamberlin of Minneapolis.

The complete structures, including the auditorium, office building and the land, represent an investment of almost half a million dollars.

Augsburg Seminary.—This is an institution of the Norwegian-Lutheran Church, and is located at the corner of 7th St. and 21st Av. S. It was organized as a theological school at Marshall, Wis., in 1860. In 1871 it was removed to Minneapolis, and in 1874 the main building, a four-story structure, 113x52 feet, was commenced. On January 1, 1902, a modern building costing \$45,000, was dedicated. With other lesser buildings this gives the seminary an admirable equipment. (Minnehaha electric line.)

Augustana Lutheran Church.—One of the largest churches of the denomination in the west; located at the corner of 11th Av. S. and 7th St. Rev. Chas. J. Petri is pastor.

Automobile Maps and Guides.—A large variety of guides and maps including all standard publications may be found at the office of The Hudson Publishing Co., 404 Kasota Bldg., cor 4th & Hennepin.

Automobiles.—The use of automobiles has increased very rapidly within a few years and there are now about 15,000 machines in daily use in the city. The broad, level streets, fine suburban drives and excellent country roads are important factors in the popularity of automobiling. The trade in motor cars is developing into one of the leading lines of the city. There is not only a large sale to local residents, but a growing market for the machines

throughout the Northwest. The manufacture of motor trucks is becoming an important Minneapolis industry. Many fine garages are maintained and autos may be hired with competent chauffeurs. (See Taxi-cabs.)

Many of the owners of machines are members of the Minneapolis Automobile Club, which has a membership of over 1,600. Geo. K. Belden is president and G. Roy Hill secretary. The club maintains an office in the Radisson Hotel. The club is affiliated with the Minnesota State Automobile Association and the American Automobile Association.

Avenues. (See STREETS AND AVENUES.)

Baggage.—Delivery companies call for baggage in any part of the city and deliver it at the depots at a uniform rate of 25c per piece, except from remote points. Most of the railroads now check baggage to destination at the time of sale of tickets, sending to the house or hotel for the trunks and thus saving the traveler all annoyance at the station. The charge for this accommodation is 25c, within a central district. (See EXPRESS CHARGES.)

Bands and Orchestras.—The instrumental organizations of the city are these:

FIRST REG. BAND AND ORCHESTRA.—J. P. Rossiter, director, 41-43 S. 6th St.

KELSEY'S ORCHESTRA.—41-43 S. 6th St.

LADIES' ORCHESTRA.—Mrs. T. T. Lyons, director, 41-43 S. 6th St.

MINNEAPOLIS PARK BAND.—Joseph Saiton, conductor.

MINNEAPOLIS SYMPHONY ORCHESTRA.—Emil Oberhoffer, director.

SHIBLEY'S MANDOLIN ORCHESTRA.—41-43 S. 6th St.

UNIVERSITY OF MINNESOTA BAND.—B. A. Rose, director.

Bank Clearings. (See CLEARING HOUSE.)

Banks.—A total capital of \$14,080,000, exclusive of surplus, is shown by the national and state banks of Minneapolis. In addition there is a large brokerage business and a heavy capital controlled by loan and trust companies. The following are the banks with their locations and capital.

FEDERAL RESERVE BANK.—New York Life Bldg., cor. 5th St. and 2nd Av. S.

NATIONAL BANKS.

BANKERS. — Lumber Exchange. \$800,000.

FIRST AND SECURITY.—Cor. 5th St. and Marquette Av. \$5,000,000.

LINCOLN.—Hennepin Av. and 9th St. \$250,000.

METROPOLITAN NATIONAL, Metropolitan Bldg., \$500,000.

MIDLAND.—Security Bldg. \$1,000,000.

NORTHWESTERN. — 407-413 Marquette Av. \$4,000,000.

STATE BANKS.

AMERICAN.—Henn. Av. and Lake St. \$25,000.

CALHOUN.—715 W. Lake St. \$35,000.

CAMDEN PARK.—4148 N. Wash. Av. \$25,000.

CENTRAL.—Central Av. and 25th St. N. E. \$25,000.

CITIZENS.—Lake St. and Bloomington. \$25,000.

CHICAGO-LAKE.—741 E. Lake St. \$25,000.

CONTINENTAL.—706 Marquette Av. \$100,000.

EAST HENNEPIN.—East Hennepin Av. and 5th St., \$50,000.

EXCHANGE.—Metropolitan Life Bldg. \$50,000.

FIDELITY.—2417 Central. \$25,000.

GATEWAY.—Hennepin and Wash. Avs. \$50,000.

HENNEPIN COUNTY SAVINGS.—Marquette Av. and 4th St. \$250,000. (Does a general banking business.)

LAKE HARRIET.—4287 S. Sheridan Av. \$25,000.

LAKE STREET.—2716 E. Lake St. \$25,000.

LIBERTY.—1333 E. Franklin Av. \$50,000.

MARKET.—200 N. 7th St. \$25,-
000.

MERCANTILE.—Hennepin Av. and
6th St. \$300,000.

MERCHANTS' & MANUFACTURERS'.—
242 20th Av. N. \$100,000.

MILL CITY.—20 W. Lake St. \$25,-
000.

MILLERS' & TRADERS'.—4th St.
and 4th Av. S. \$40,000.

MINNEAPOLIS.—Cor. Nicollet and
Lake St. \$50,000.

MINNEHAHA.—2626 E. 25th St.
\$30,000.

NICOLLET AV.—1309 Nicollet Av.
\$25,000.

NOKOMIS. — Cedar and Lake.
\$25,000.

NORTH AMERICAN.—1225 N. Wash-
ington Av. \$200,000.

NORTHEAST.—2nd St. and 13th Av.
N. E. \$50,000.

NORTH COMMERCIAL.—701 20th
Av. N. \$25,000.

NORTH SIDE.—Plymouth and
Washington Avs. \$50,000.

PEOPLE'S.—1419 Wash. Av. S.
\$25,000.

REPUBLIC. — Hennepin Av. and
14th St. \$50,000.

St. ANTHONY FALLS.—Cor. East
Hennepin Av. and 4th St. S. E.
\$300,000.

SOUTH SIDE STATE BANK.—405 Ce-
dar Av. \$100,000.

STATE BANK OF COMMERCE.—517
Marquette, \$50,000.

STATE DEPOSIT.—52 S. 4th St. \$100,-
000.

TWENTY-SIXTH ST.—Nicollet Av.
and 26th St. \$25,000.

UNION.—1st Av. S. and 6th St.
\$100,000.

UNIVERSITY.—Wash. Av. S. E.
and Oak St. \$25,000.

WESTERN. — 639 6th Av. N.
\$25,000.

SAVINGS BANKS.

FARMERS AND MECHANICS.—115 S.
4th St.

HENNEPIN COUNTY.—Marquette
Av. and 4th St.

INSTITUTIONS FOR SAVINGS.

STATE INSTITUTION FOR SAVINGS.—
517 Marquette Av.

The First & Security National,
and Northwestern National banks
maintain savings departments.

The total deposits in Minneapo-
lis banks are about \$175,000,000.

Under the new national law
Minneapolis was selected as the
location of one of the Federal Re-
serve banks with a district in-
cluding Minnesota, North Dakota,
South Dakota, Montana and the
north half of Wisconsin. The se-
lection of Minneapolis is a recogni-
tion of its position as the financial
center of the Northwest.

(See LOAN & TRUST COMPANIES,
CLEARING HOUSE, etc.)

Bankruptcy.—The office of Alex-
ander McCune, U. S. Referee in
Bankruptcy, is in the Post Office
or Federal Building, corner Third
St. and Marquette Av.

Baptist Churches.—The history
of the Baptist denomination in
Minneapolis dates from 1850, when
what is now the Olivet Baptist
Church was organized. It is now
one of the strongest denomina-
tions, having eighteen churches
and several flourishing missions.
Following is a list of the houses
of worship:

BETHANY MISSION.—30th Av. N.
and Russell Av.

BETHESDA (Colored).—8th St. bet.
11th and 12th Avs. S.

BETHEL (Swedish).—28th Av. S.
and 24th St.

CALVARY.—Cor. Blaisdell Av. and
W. 26th St.

CENTRAL.—Cor. 4th Av. S. and
Grant St.

CENTRAL AV. MISSION. — Cen-
tral Av. and 4th St.

CLARK CHAPEL.—14th Av. N. and
Knox.

EBENEZER MISSION (Norwegian-
Dan).—38th St. and 21st Av. S.

ELIM (Swedish).—Cor. 13th Av.
N. E. and Madison St.

FIRST.—Cor. 10th St. and Har-
mon Place.

FIRST GERMAN.—20th Av. N. bet.
Lyndale and Aldrich.

FIRST NORWEGIAN AND DANISH.—
Cor. 33d St. and 16th Av. S.

FIRST SWEDISH.—Cor. 13th Av. S.
and 8th St.

FOURTH.—Cor. 18th Av. N. and
Dupont Av.

IMMANUEL MISSION (Swedish).—42d St. and 41st Av. S.
JUDSON MEMORIAL.—Cor. 41st St. and S. Harriet Av.
LAKE HARRIET.—50th St. and S. Washburn Av.

MEMORIAL MISSION.—4th St. N. bet. 32d and 33d Aves. N.

OLIVET.—Cor. 13th Av. S. E. and 4th St.

PROSPECT MISSION.—Como Av. and Grantham St.

TABERNACLE.—Cor. 23rd Av. S. and 8th St.

TEMPLE.—Cor. 31st St. and Columbus Av.

TRINITY.—Cor. Lincoln and Bryant Aves.

WINDOM PARK.—25th Av. N. E. and Pierce St.

WOODLAND HOMES CHAPEL.—Azela Av. and 36th Av. N.

ZION (Colored).—7th Av. N. bet. Hoag & Bradford.

The missionary organizations of the Baptists have their office headquarters at 405-7 Evanston Bldg.

Bar Association, The Minneapolis, was incorporated in 1883, with a capital stock of \$30,000. It maintains a law library at the court house.

Barnes Place.—A tract of one and one-third acres at the intersection of James Av. N. and Thomas Pl. in Oak Park. (See PARK SYSTEM.)

Barracks. (See FORT SNELLING.)

Base Ball.—The grounds of the Minneapolis base ball clubs are at the corner of Nicollet Av. and 31st St. and are reached by the Nicollet & Central; the Washburn Pk. & Columbia Heights, and the Selby-Lake car lines.

Baths.—Facilities for bathing may be found in connection with the larger barber shops, the more pretentious adding Turkish, and all the list of special baths. Open water bathing may be had at Lake Calhoun, where a magnificent modern bathhouse was erected in 1912, at Camden Park, where there is a modern bath house, and at Hall's Island in the Mississippi River at

the Plymouth Av. bridge, where dressing rooms and other conveniences are provided. At Lake Minnetonka there are numerous fine bathing places.

The first municipal bath house in the city was opened in 1913 at Riverside and 22d Aves. S. The building is modern in design and equipment contains a swimming tank 26x44 feet in size, 22 showers and facilities for caring for 100 visitors at one time. A laundry is a feature. The building is open all the year and is free to the public.

Bazaars. (See DEPARTMENT STORES.)

Benevolent Societies and Institutions.—Connected with nearly every church in the city there are one or more societies of a benevolent nature. These are usually limited in scope to the poor of the church or have as an object the collection of funds for educational or missionary work. Some, however, have established charitable institutions in the city. The total benevolences of the city, if a compilation were possible, would show an enormous aggregate. The people of Minneapolis have a reputation for especial liberality. The following are some of the principal benevolent institutions in the city:

AUGUSTANA MISSION COTTAGE.—1405 10th Av. S. A home for women and children.

ASSOCIATED CHARITIES.—Office in Old Chamber of Com. Bldg.

CATHOLIC ORPHAN ASYLUM.—Cor. Chicago Av. and 47th St.

CHILDREN'S HOME FINDING SOC.—St. Anthony Park.

FLORENCE CRITTENTON HOME.—4315 N. Penn Av.

HOME FOR THE AGED (Little Sisters of the Poor).—215 Broadway N. E.

HOME FOR CHILDREN AND AGED WOMEN.—3200 Stevens Av.

HUMANE SOCIETY.—Office in Court House and City Hall.

JEWISH ASSOCIATED CHARITIES.—14 N. 4th St.

JONES-HARRISON HOME.—S. W. shore Cedar Lake. For aged women.

JUVENILE COURT DETENTION HOME.—Glen Lake.

LUTHERAN HOSPICE FOR YOUNG WOMEN.—828 S. 6th St.

LYNGBLOMSTON.—1298 Pascal Av., St. Paul. Home for the aged supported by both cities.

MINNESOTA SOLDIERS HOME.—Minnehaha Park.

SALVATION ARMY.—Headquarters, Boston Block.

SALVATION ARMY INDUSTRIAL HOME.—51 Merriam St., Nicollet Island.

SHELTERING ARMS.—River Road, West, and 43d St.

SWEDISH TABERNACLE YOUNG WOMEN'S HOME.—617 8th Av. S.

TRANSIENT HOME FOR GIRLS.—1714 Stevens Av.

VOLUNTEERS OF AMERICA.—Headquarters, 9 N. 2nd St.

VISITING NURSE ASSOCIATION.—Offices, Old Chamber of Com. Bldg.

WASHBURN HOME.—Cor. Nicollet Av. and 49th St. An orphan asylum endowed by the late Gov. C. C. Washburn of Wisconsin.

(See **HOSPITALS, ASSOCIATED CHARITIES, RELIGIOUS SOCIETIES, SETTLEMENT HOUSES**, etc.)

Bicycling.—Broad, hard streets, good pavements in the business center, together with the absence of great elevations and steep gradients, make Minneapolis the ideal place for the bicyclist.

Bill Posting.—Show-bills as a medium for advertising are used principally by the theatres and traveling theatrical companies, but find favor with certain local advertisers who occasionally patronize the numerous bill boards.

Bloomington.—The township south of Richfield and second south of the city. It lies along the Minnesota river in the southeastern part of Hennepin county. It is a fine farming community.

Boarding Homes.—For women, where safety and comfort with wholesome meals may be had at a

moderate price. (See **Woman's Christian Association**.)

Boarding Houses.—An excess of the masculine element of the population is characteristic of the West. Minneapolis is not an exception to the general rule and her army of homeless young men accounts for countless boarding houses. The boarding houses range from the cheap barracks where the laborer lodges to the elegant family hotel where luxuries are provided at high prices. The majority of the boarding houses are within the region bounded by 1st Av. N., 13th St., 6th Av. S. and the river. Many people prefer to rent a room or rooms and take their meals elsewhere, either at boarding houses, hotels or restaurants. Rooms may be obtained at from \$5 per month up, according to location and furnishing. Comfortable rooms within a mile of the business center range from \$10 to \$15 per month.

The Young Men's Christian Association, 44 So. Tenth St. maintains a free information bureau regarding rooming and boarding places.

Board of Education. (See **CITY OFFICIALS** and **PUBLIC SCHOOLS**.)

Boating.—Scores of lakes within easy reach afford unexcelled facilities for boating. Within the city limits are five or six delightful lakes, controlled by the board of park commissioners and supplied with an abundance of light and safe row-boats. Lakes Calhoun and Harriet are accessible by the Como-Harriet electric car line and each have large fleets of boats. Each of these lakes is about a mile long and they are about four miles from the post office, the ride occupying about thirty minutes. Cedar Lake on the western border of the city may be reached by the Kenwood electric car line.

Hundreds of private craft—launches, row-boats, canoes and sail boats are kept on these lakes and commodious launches are operated during each summer on Lake Harriet and on a route making the round-trip of Calhoun, Cedar Lake, Brownie Lake and Lake of the Isles, which are connected by navigable channels. These launches may be taken at many landings.

At every point on Lake Minnetonka reached by the railroads boats are kept to let. (See MINNETONKA.) The prevailing charge there as at the city lakes is 25c per hour with a reduction when boats are wanted for several hours or a day. There are many other beautiful lakes in the vicinity of the city where boats are kept, but none so easily reached as those already mentioned, private conveyance being ordinarily required. The Mississippi River, though having a course of some eight miles through the city, is not adapted to boating. Below the falls the rapids are dangerous, and above the channel is obstructed by booms and floating logs. (See SAILING.)

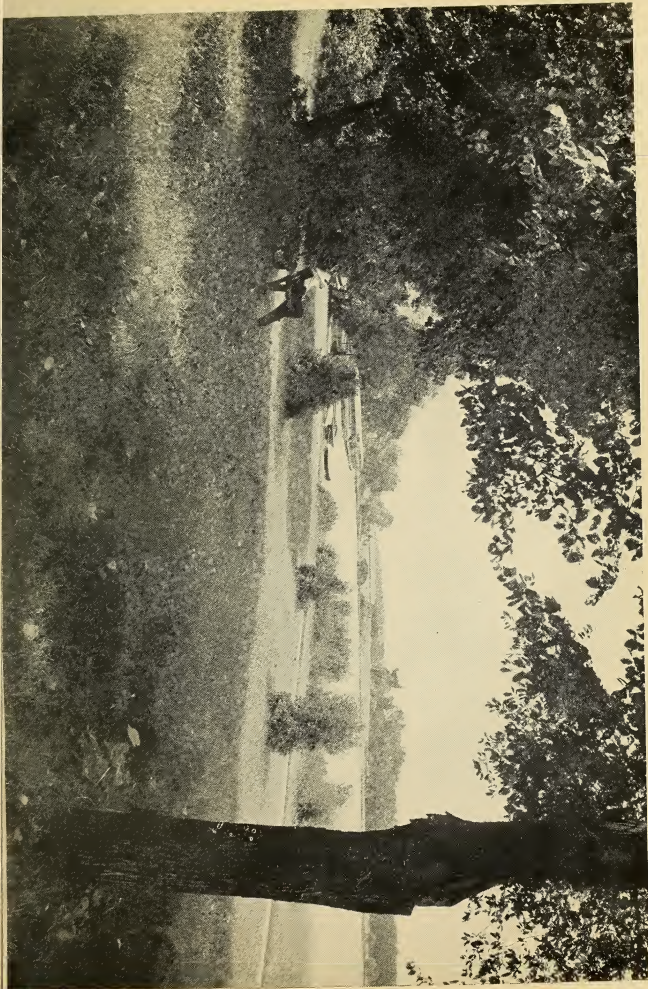
Bonds. (See FINANCES.)

Books of Reference.—The "Dictionary of Minneapolis" is the only annual publication giving full information regarding Minneapolis up-to-date. "A Half Century of Minneapolis," a large historical work, published in 1908, is the complete story of the city to that time. It is a book of 570 pages, extensively illustrated and contains a very complete index. The Minneapolis City Directory, published by the Minneapolis Directory Company, is published each year in July and includes the names, addresses and occupations of the residents of the city, as well as a business directory and the usual classifications found in such works. Strangers can find the

directory in all first-class drug stores and on the desks of all the hotel offices. A "Blue Book" for Minneapolis and St. Paul is published every odd numbered year in January by R. L. Polk & Co. It contains, not an exclusive list of "blue bloods," but a street and number and alphabetical classification of the names of people who have homes in the city. The printed and bound reports of the city officers and boards are ordinarily to be found at the city hall and public library. Their utility is obvious to the student of public affairs. Another set of valuable statistical reports are those issued each year by the secretary of the chamber of commerce. Nearly all the above works may be consulted at the public library.

Book Stores.—Extensive book departments are maintained by the large department stores; otherwise the book business is largely specialized. Nathaniel McCarthy carries a general line at 1015 Nicollet Av. E. D. Brooks, 89 S. 10th St., makes a specialty of choice bindings, rare editions, special importations and valuable old books. Leading old book stores are the Minneapolis Book Exchange, 626 Hennepin Av. and the Lyceum Book Store, 711½ Hennepin Av. The Northwestern School Supply Co., 1401 University Av. S. E., makes a specialty of school books and kindergarten supplies; and the Minnesota Co-Operative Co., 1401 University Av. S. E., of textbooks. (See STATIONERS AND NEWSDEALERS.)

Booms.—The log booms occupy a considerable portion of the river opposite and above the city. Long strings of logs, fastened securely end to end, and anchored to piers in the river, or made fast to the shore, serve to prevent the floating logs of the drive from being carried past the city in confusion. When the logs arrive at the booms





THE LORING CASCADE—GLENWOOD PARK.

they are sorted out and turned into the divisions belonging to the various mills. For perhaps thirty miles above there are shore booms which are used for storing logs until needed to keep up the supply below. (See LUMBER AND SAW MILLS.)

Boston Block.—The seven story white stone office building at the corner of 3rd St. and Hennepin Av.

Boulevards. (See PARKS AND PARKWAYS, STREETS AND AVENUES, and the several boulevards and parkways by name.)

Branch Libraries. (See PUBLIC LIBRARY.)

Branch Post Offices. (See POST OFFICE.)

Brewing.—One of the leading industries of Minneapolis is the brewing of beer while distilleries of spirituous liquors are conspicuous by their absence. Minneapolis is a great natural market for grain and receives vast quantities of barley each year. The largest brewing plant in the city, and one of the largest in the country is that of the Minneapolis Brewing Co., cor. Marshall St. and 13th Av. N. E. This plant, covering five acres of ground, and having a brewing capacity of 600,000 barrels annually, employs a force of 700 men. (Western & 2nd St. electric line.)

Bridges.—There are 20 bridges spanning the Mississippi river (or its various channels) within the corporate limits of Minneapolis. Twelve of these are highway bridges and eight are used by railroads.

Bridge Square.—The lower end of Hennepin and Nicollet Avenues from their intersection, between 1st and 2nd Sts., to the Mississippi river is called Bridge Square. It commands a view of both avenues. (See CIVIC CENTER.)

Bryn Mawr.—The name of a residence section lying about half

a mile west of Loring Park. Bryn Mawr electric car.

Builders' Exchange.—An association of contractors and builders; occupies its own building erected especially for the use of the Exchange and its members on 2nd Av. S. between 6th and 7th Sts.

This building was completed in 1918 and is regarded as the last word in modern office building construction. It is twelve stories high. The exterior is of granite, terra cotta and brick and the interior is finished in marble and mahogany. All the floors throughout are of terrazzo. The entrance lobby is especially beautiful, being finished in Italian marble and solid bronze. The ground floor is arranged for an extensive exhibit of building materials. On the second floor are the club rooms, general offices and estimating rooms of the Builders Exchange. On this floor can be found copies of plans of all important buildings being erected in the Northwest. The remainder of the building is leased to tenants engaged in building lines.

Building Inspector. (See BUILDING RESTRICTIONS, and CITY OFFICIALS.)

Building Material.—Underneath her own streets and town lots lies some of the best of Minneapolis' building material. A ledge of fine blue limestone crops out along the Mississippi river cliffs and underlies much of the city—at some places so near the surface as to make blasting necessary in the work of cellar excavations. This stone is universally used for foundations and frequently in the walls of churches, dwellings and business buildings. It is also largely used, crushed, in making concrete which is now extensively employed in building operations. Within the city limits are beds of clay, which

yields a fine yellow brick. As Minneapolis is the leading "sawmill city" in the world there is no lack of lumber. Handsome limestones are brought from Kasota and Mankato, granite from St. Cloud, sandstone from Kettle river, and fine brown stones from the shores of Lake Superior; all these points being within easy shipping distance. Pressed brick comes from nearby points, and builders hardware—such as is not manufactured in the city—from the eastern and southern markets. (See LUMBER AND SAW MILLS.)

Building Operations.—Amounted to \$9,258,365.

The permits for several years past were as follows: Total.

1900.....	\$4,490,022
1901.....	6,766,303
1902.....	7,087,053
1903.....	7,732,799
1904.....	7,820,040
1905.....	10,364,240
1906.....	11,120,047
1907.....	11,721,150
1908.....	11,873,940
1909.....	15,313,185
1910.....	16,771,735
1911.....	16,839,865
1912.....	16,677,060
1913.....	15,338,655
1914.....	15,214,525
1915.....	18,770,530
1916.....	22,905,890
1917.....	9,258,365

Building Restrictions.—The city of Minneapolis exercises a careful supervision over all buildings erected within her limits. An elaborate building ordinance places the control of the matter in the hands of a building inspector who has assistants especially qualified to examine carpenter work, mason work, iron work, reinforced concrete work, elevator installations, plumbing and electric wiring. The ordinance specifies the requirements for many details of building. Before a building is erected or any material alterations or repairs are made, a permit must be obtained from the building inspector at his office in the city hall.

All freight and passenger elevators are inspected by this department four times a year, and the ordinance requires that all elevators be supplied with the most approved safety devices for the protection of the public. The plumbing and gas fitting ordinance is up to date and requires the best sanitary work obtainable.

The electrical ordinance is in accord with the rules of the National Underwriters' code but thoroughly adapted to the existing local conditions, and is acknowledged to be the best electrical ordinance in force in any city in the United States.

Buildings, The Prominent.—The following list includes the more conspicuous or important buildings of the city with their use and location. Those of special interest are described elsewhere under appropriate headings.

ANDRUS BUILDING.—Ten stories, offices; Cor. Nicollet Av. and 5th St.

ARMORY.—National guard; Kenwood Parkway near Lyndale.

ART INSTITUTE.—Twenty-fourth St. bet. Stevens and 3rd Av. S.

AUDITORIUM.—Eleventh St. bet. Nicollet and Marquette Av.

AUDITORIUM BUILDING.—Four stories, offices; Nicollet Av. and 11th St.

BADGER BUILDING.—Five stories, 37-41 S. 7th St.

BOSTON BLOCK.—Seven stories, offices; Cor. Hennepin Av. and 3d St.

BUILDERS' EXCHANGE.—Twelve stories, 2d Av. S. bet. 6th and 7th Sts.

CATHEDRAL.—Hennepin Av. and 16th St.

CHAMBER OF COMMERCE.—Ten stories; Cor. 4th Av. S. and 4th St.

C. M. & ST. P. RY. PASSENGER STATION.—Wash. Av. and 3d Av. S.

CHUTE BUILDING.—Four stories, offices; East Hennepin Av. bet. Univ. and 4th St.

COMMERCIAL BUILDING.—Five stories, offices; Cor. 3rd St. and 1st Av. N.

CORN EXCHANGE.—Seven stories; offices; Cor. 4th Av. S. and 3rd St.

CORPORATION BUILDING.—3 stories offices; 114-16 S. 4th St.

COURT HOUSE AND CITY HALL.—Five stories. Occupies the block bounded by 3rd and 4th Aves. S. and 4th and 5th Sts.

DAYTON BUILDING.—Six stories, department store; Cor. Nic. Av. and 7th St.

DONALDSON BUILDING.—Ten stories, offices; Cor. Nicollet Av. and 7th St.

DYCKMAN.—(Hotel) Eleven stories. Sixth St. bet. Nicollet and Hennepin.

EDISON BUILDING.—Eleven stories; printing, etc., 417 Henn. Av.

ESSEX BUILDING.—Five stories; stores and offices. Nicollet Av. and 10th St.

EVANSTON BUILDING.—Four stories; stores and offices; Cor. 2nd Av. S. and 6th St.

FARMERS AND MECHANICS BANK.—115 S. 4th St.

FEDERAL BUILDING (Old Post Office).—Third St. and Marquette Av.

FILM EXCHANGE.—Eight stories; offices; 16 and 18 N. 4th St.

FIRST NATIONAL-SOO LINE BUILDING.—Twenty stories; banking and offices, Marquette Av. and 5th St.

FLOUR EXCHANGE.—Eleven stories; offices; Cor. 4th Av. S. and 3rd St.

GLOBE BUILDING.—Eight stories, offices; 16 and 18 4th St. S.

GREAT NORTHERN PASSENGER STATION.—Foot Hennepin Av.

HANDICRAFT GUILD.—Three stories, offices and studios; 89 S. 10th St.

JEWELERS EXCHANGE.—Six stories; stores and offices; 7th St. and 1st Av. N.

JOURNAL BUILDING.—Four stories; publishing; 47-49 S. 4th St.

KASOTA BUILDING.—Six stories, offices; Cor. Hennepin Av. and 4th St.

LA SALLE BUILDING.—Eight stories; stores and offices; 7th and Marquette.

LEAMINGTON.—Ten stories, hotel; 3d Av. S. from 10th to 11th St.

LINCOLN BUILDING.—Seven stories, offices; Cor. Nicollet Av. and 3rd St.

LOAN AND TRUST (MINNESOTA).—Seven stories, offices; 311-313 Nicollet Av.

LOEB ARCADE.—Four stories; stores and offices; Hennepin Av. and 5th St.

LUMBER EXCHANGE.—Twelve stories, offices; Cor. Hennepin Av. and 5th St.

MCKNIGHT BUILDING.—Twelve stories, offices, 2d Av. S. and 5th St.

MARKET BANK BUILDING.—Four stories; stores and offices; 2nd Av. N. and 7th St.

MASONIC TEMPLE.—Eight stories, offices; Cor. Hennepin Av. and 6th St.

MEDICAL BUILDING.—Six stories, offices; Nicollet Av. bet. 6th and 7th Sts.

METROPOLITAN BANK BUILDING.—Twelve stories; offices: 6th St. and 2nd Av. S.

METROPOLITAN MUSIC BUILDING.—Five stories, stores and musical studios. 41-43 S. 6th St.

METROPOLITAN LIFE BUILDING (formerly Guaranty Bldg.).—Twelve stories, offices; Cor. 2nd Av. S. and 3rd St.

METROPOLITAN OPERA HOUSE.—1st Av. S. bet. 3rd and 4th St.

MEYERS ARCADE.—Three stories; stores and offices. Nicollet and 10th St.

MINNEAPOLIS ATHLETIC CLUB.—Fourteen stories, 615-21 2nd Av. S.

MINNEAPOLIS CLUB.—Cor. 8th St. and 2nd Av. S.

NEW YORK LIFE BUILDING.—Eleven stories, offices; Cor. 2nd Av. S. and 5th St.

NICOLLET HOUSE.—Five stories, Cor. Washington, Hennepin and Nicollet Aves.

NORTHWESTERN BANK BUILDING.—Six stories, offices; Marquette Av. and 4th St.

NORTHWESTERN BUILDING.—Nine stories, offices; 322-324 Hennepin Av.

NORTHWESTERN MILLER BUILDING.—Publishing; 118 S. 6th St.

NORTHWESTERN NATIONAL BANK.—407-413 Marquette Av.

ONEIDA BUILDING.—Six stories, offices; Marquette Av. and 4th St.

ORPHEUM THEATER.—7th St. bet. Nicollet and Hennepin Aves.

PALACE BUILDING.—Eight stories, offices; Cor. Nic. Av. and 4th St.

PHOENIX BUILDING.—Nine stories, offices; 4th St. and Marquette Av.

PHYSICIANS' & SURGEONS' BUILDING.—Eight stories, offices; Nicollet Av. and 9th St.

PILLSBURY BUILDING.—Eight stories, offices; Cor. Nicollet Av. and 6th St.

PLYMOUTH BUILDING.—Twelve stories, offices; Hennepin Av. and 6th St.

POST OFFICE (New).—One story; 3rd Av. bet. Wash. Av. and 2nd St.

PRODUCE EXCHANGE.—Eight stories; stores and offices; 1st Av. N. and 6th St.

PUBLIC LIBRARY.—Three stories; Cor. Hennepin Av. and 10th St.

RADISSON HOTEL.—Twelve stories. Seventh St. near Nicollet Av.

SECURITY BUILDING.—Ten stories, offices; Cor. 4th St. and 2nd Av. S.

SHUBERT THEATER.—Seventh St. bet. Hen. Av. and 1st Av. N.

SYKES BLOCK.—Eight stories, offices; 254 and 256 Hennepin Av.

SYNDICATE BLOCK.—Six stories, stores and offices; Nicollet Av. bet. 5th and 6th Sts.

TEMPLE COURT.—Eight stories, offices; Cor. Washington and Hennepin Aves.

TRANSPORTATION BUILDING.—Eight stories, offices; 317-319 2nd Av. S. nepin Aves.

TRIBUNE ANNEX.—Five stories, offices; Marquette Av. and 4th St.

TRIBUNE BUILDING.—Five stories, publishing; 63 S. 4th St.

UNIVERSITY BUILDINGS.—(See UNIVERSITY OF MINNESOTA.)

VANDERBURGH BUILDING.—Four stories, offices; Cor. 4th St. and Hennepin Av.

WEST HOTEL.—Eight stories; Cor. Hennepin Av. and 5th St.

WILMAC BUILDING.—Six stories, stores and offices; 717-21 Nicollet Ave.

Y. M. C. A.—Five stories; 10th St. and Mary Place.

Y. W. C. A.—Four stories; 87 S. 7th St.

(See CHURCHES, SCHOOLS, UNIVERSITY, etc.)

Business Organizations.—(See CIVIC & COMMERCE ASSOCIATION, CHAMBER OF COMMERCE, PRODUCE EXCHANGE.)

Business Schools.—There are eight business colleges or schools in the city. They have a large number of students in attendance.

AMERICAN BUSINESS COLLEGE.—Cor. Lake St. and Nicollet Av.

COLLEGIATE BUSINESS INSTITUTE.—Meyers Arcade, Nicollet and 10th St.

GREGG SHORTHAND SCHOOL.—923 Nicollet Ave.

HUMBOLDT BUSINESS COLLEGE.—734 E. Lake St.

MINNEAPOLIS BUSINESS COLLEGE.—225 S. 5th St.

MINNESOTA SCHOOL OF BUSINESS.—Cor. 7th St. and 1st Av. N.

THE OFFICE SCHOOL.—840 Hennepin Av.

Cab Fares. (See HACK FARES.)

Camden Park.—At Washington, Lyndale and 44th Av. N. It contains 21 acres through which runs a stream which has been dammed to form a pretty lake. The J. D. Webber Field House, a memorial building presented by Mr. C. C. Webber, is the central feature of the park. 50th St. & Camden line. (See PARK SYSTEM.)

Canal.—The name commonly used for designating the race which conducts the water of the Mississippi to the mills upon the west bank at the falls.

Carriages. (See HACK FARES and LIVERY.)

Cathedral.—The largest, most costly and most elaborate architecturally among the church edifices of Minneapolis is the Pro-cathedral of St. Mary, Hennepin Av. and 16th St. The cornerstone was laid May 31, 1908, and the first service was held in the building just six years later May 31, 1914. Although incomplete in interior finish the building had then cost \$800,000. It is an imposing structure of Vermont white granite, the main walls ris-

ing 70 feet above the foundations, two towers at the front reaching a height of 116 feet and a dome at the rear surmounted by a cross the top of which is 200 feet above the main floor. The general ground dimensions are 274 by 145 feet.

The nave, which is 82 feet wide, exceeds in width all the old world cathedrals. It is 140 feet long, lighted by large windows, each 25 by 15 feet. The sanctuary is 37 by 50 feet and above it rises the dome, lighted by two rose windows each 25 feet in diameter. At the ends of the wide nave are the two chapels of St. Peter and St. Paul.

Entering the church through one of the five front doors, one passes through a vestibule 100 feet in width. Over this vestibule is the choir loft, built to accommodate a large organ and choir. The seating room has been arranged for 2,500 persons. The main apse of the church at the rear is for the chapel of the Blessed Virgin Mary, the patron saint of the church. On either side are the chapel of St. Joseph and "The Founders" chapel. The architect was Emmanuel L. Masqueray.

Rev. T. E. Cullen is rector of the Pro Cathedral.

Catholic Churches.—In 1849 the first Catholic church building in this city was commenced. A list of the present edifices of the denomination follows:

CHURCH OF THE ASCENSION.—Cor. Bryant and 18th Av. N.

CHURCH OF THE HOLY CROSS (Polish).—Cor. 17th Av. N. E. and 4½ St.

CHURCH OF THE INCARNATION.—38th St. and Pleasant Av.

CHURCH OF THE RUTHENIAN RITE.—24th Av. and 3rd St. N. E.

HOLY CROSS (Polish).—17th Av. N. E. and 4th St.

HOLY ROSARY.—Cor. 18th Av. S. and 24th St.

IMMACULATE CONCEPTION.—3rd St. and 3rd Av. N.

NOTRE DAME DE LOURDES.—Prince St., E. D., near Central Av.

OUR LADY OF MT. CARMEL (Italian).—Main St. and 7th Av. N. E.

OUR LADY OF PERPETUAL HELP.—Cor. 21st Av. S. and 5th St.

PRO-CATHEDRAL OF ST. MARY.—Hennepin Av. and 16th St.

ST. BRIDGET'S.—Emerson and 28th Av. N.

ST. ELIZABETH (German).—Cor. 15th Av. S. and 8th St.

ST. JOSEPH'S.—N. 4th St. bet. 11th and 12th Aves.

ST. ANNE'S (French).—Lyndale and 11th Aves. N.

ST. ANTHONY OF PADUA.—Main St. bet. 8th and 9th Aves. N. E.

ST. BONIFACE (German).—Cor. 7th Av. N. E. and 2nd St.

ST. CHARLES.—Cor. 4th St. and 13th Av. S.

ST. CLEMENTS.—Cor. Quincy St. and 25th Av. N. E.

ST. CYRIL.—Cor. Main St. and 16th Av. N. E.

ST. HEDWIG'S (Polish).—Grand St. and 29th Av. N. E.

ST. HELENA.—33rd Av. and 43rd St. S. '18

ST. LAWRENCE.—Cor. 12th Av. S. E. and 7th St.

ST. PHILIP (Polish).—26th and N. Bryant Av.

ST. STEPHEN'S.—Cor. Clinton Av. and E. 22nd St.

ST. THOMAS.—York and 44th St.

SACRED HEART.—(Robbinsdale.)

SYRIAN MARONITE.—Main St. and 4th Av. N. E.

Catholic Orphan Asylum.—At Chicago Av. and 48th St. The building is of brick, commodious and well adapted to the purpose.

Cedar Lake.—The most northerly of the four large lakes in the southwestern part of the city. It lies west of Kenwood and may be reached by the Kenwood & Johnson electric cars or over Kenwood Boul. Cedar Lake is by many persons thought the prettiest of the four lakes.

Cedar Lake Boulevard.—On the south and west shores of Cedar

Lake, connecting Lake of the Isles Parkway with Glenwood Park. (See PARK SYSTEM.)

Cemeteries.—The following list comprises the cemeteries of the city:

CRYSTAL LAKE.—Cor. Humboldt Av. and 38th Av. N.; office at cemetery.

HILLSIDE.—19th Av. N. E. and N. P. Ry.; office at cemetery.

LAKEWOOD.—Cor. 36th St. and Hennepin Av.; office at cemetery.

LAYMAN'S.—Cor. Cedar Av. and Lake St.

MONTEFIORE (Hebrew).—Cor. 3rd Av. S. and 42nd St.

ST. ANTHONY.—Cor. Central and 28th Av. N. E.

ST. MARY'S.—Cor. Chicago Av. and 46th St.

Central High School.—The new Central High School building, 34th St. and 4th Av., one of the most complete in the country was erected in 1913. This very modern, fireproof building, designed by William B. Ittner, of St. Louis, to accommodate 1,600 pupils, cost \$764,900, of which \$521,712 was for construction and the remainder for equipment. Special features are the beautiful music room, especially adapted to the teaching of choral work, the auditorium which seats 1,800 persons, the gymnasium, the lunch room accommodating 800 persons, the greenhouse, the machine shops and the domestic science house-keeping suite.

Chamber of Commerce.—From its organization in 1881, the Minneapolis Chamber of Commerce has grown steadily. It now ranks with the leading commercial organizations of the world. As the representative of the largest primary wheat market in the world it holds a unique position among similar bodies. In 1884 the Chamber of Commerce completed a building at a cost of \$180,000, and representing with the site a value of \$240,000. In 1900 a larger

building was found indispensable and the magnificent ten story structure finished in 1903 at a cost of over \$600,000 was planned. It stands at the corner of 4th St. and 4th Av. S., adjoining the old building. Its ground dimensions are 132x157 feet. With the exception of the large board room, 75 by 130 feet in size, the entire building is planned for offices and is the home of the largest grain and flour business carried on at any one point in the world.

In 1909 an annex, with ground dimensions of 66 by 54 feet, was completed at a cost of \$200,000.

The membership is unlimited. An enormous business is transacted annually on the floor of the Chamber of Commerce. From 9:30 to 1:15 o'clock each business day the Exchange room is crowded with busy commission merchants whose tables are covered with grain samples, millers watching the quotations as they are posted on huge blackboards as fast as received by telegraph, and brokers watching the market as they buy or sell (according as they have orders) for future delivery. A gallery is at all times open to visitors and introduction "on 'change" may be secured through members. C. A. Magnuson is president; C. M. Case, first vice president, and Wm. Dalrymple, second vice president. John G. McHugh, secretary of the Chamber of Commerce, prepares annually reports of the grain and flour trade of the city. Acknowledgment is due him for the use of certain statistics of this nature which will be found under appropriate headings. (See Commerce, Grain Trade, Flour Milling, etc.)

Charitable Organizations.—(See BENEVOLENT SOCIETIES AND INSTITUTIONS, HOSPITALS AND DISPENSARIES AND ASSOCIATED CHARITIES.)

Charities and Corrections.—The Board of Charities and Corrections is charged with the relief of the

poor and the care and management of the city hospital, tubercular hospital and the work house. The office of the board and of the superintendent of the poor is in the city hall, where applications for relief are considered. The city hospital is at 5th St. and 7th Av. S. Application for admission should be made to the superintendent. (See CITY OFFICIALS, WORKHOUSE and ASSOCIATED CHARITIES.)

Charter.—St. Anthony was incorporated as a city March 3, 1855; Minneapolis as a town, March 1, 1856, and as a city Feb. 6, 1867. The two cities were consolidated Feb. 28, 1872. The rapid growth of the city made amendments more than usually numerous, and in 1881 the legislature passed a new act consolidating all previous enactments into what was practically a new city charter, so little did it resemble the act of 1872. Under a more recent act and constitutional amendment a charter was formulated on a "home rule" basis and submitted to the vote of the people in 1898, but failed to be adopted. Other charters were formulated and submitted at the elections of 1900, 1904 and 1906, but in each case failed of adoption. A fifth charter was submitted at a special election held on Sept. 17, 1907, but was defeated, and in 1913 a charter providing for a "commission" form of government was decisively rejected. (See GOVERNMENT.)

Chimes.—A beautiful chime of bells hangs in the tower of the Church of the Redeemer (Universalist) at 2nd Av. S. and 8th St., and familiar tunes are played every Sunday before the morning and evening services. The belfry of the court house and city hall is equipped with an even finer chime of bells which is played on public holidays and special occasions by J. H. Auld. There are ten of these bells including the largest

tenor bell in the world. It weighs 7,000 pounds.

Christian Science Churches.—Following is a list of the Christian Science Churches of Minneapolis:

FIRST CHURCH OF CHRIST. — Nicollet Av. and 24th St.

SECOND CHURCH OF CHRIST.—Cor. 2nd Av. S. and 11th St.

THIRD CHURCH OF CHRIST.—Lake St. and Holmes Av.

FIFTH CHURCH OF CHRIST.—Cor. 12th Av. S. E. and University Av.

SIXTH CHURCH OF CHRIST.—Cor. Summit and S. Bryant Av.

Each of these churches has a Franklin Av. The churches also unite in a downtown reading room at 1005 to 1010 Plymouth Bldg.

Churches.—It is estimated that the seating capacity of Minneapolis churches is so large that the entire adult population of the city could attend church every Sunday, provided one half was present at the morning service and the other half in the evening. There are nearly 200 church buildings, including missions and chapels. The strongest denominations numerically are the Baptist, Catholic, Congregational, Episcopal, Lutheran, Methodist and Presbyterian. There are comparatively few organized churches which are not self-supporting, and a considerable number rank among the wealthiest and most liberally benevolent of their denominations in the United States. Morning services in most churches commence at 10:30, and evening services at 7:45 in summer and 7:30 in winter. In the larger churches the pews are nearly always rented, but strangers are made welcome and accommodated with sittings. The more prominent churches are described elsewhere under their own names. A list of churches of each denomination will be found under the appropriate heading except where the number is small, in which case they are classed under CHURCHES, MISCEL-

LANEOUS. These lists include nearly 200 names of churches and represent a membership of about 75,000.

Churches, Miscellaneous.—The following list comprises the churches of such denominations as have only a few organizations in the city:

FIRST ADVENT CHRISTIAN.—Freemont and 24th Av. N.

FIRST SOCIETY OF FRIENDS.—Cor. 1st Av. S. and 14th St.

PEOPLES.—Unique Theater.

RUSSIAN ORTHODOX CATHOLIC.—Cor. 17th Av. N. E. and 5th St.

ST. JAMES AFRICAN METHODIST.—315 8th Av. S.

ST. PETERS AFRICAN METHODIST.—912-914 E. 22nd St.

SEVENTH DAY ADVENTIST.—Cor. 4th Av. S. and Lake St.

SEVENTH DAY ADVENTIST (Scandinavian).—2214 S. 6th St.

SWEDENBORGIAN.—E. Franklin & Bloomington Aves.

SWEDISH FREE MISSION.—Cor. 16th Av. S. and 8th St.

SWEDISH TEMPLE.—Cor. 10th Av. S. and 7th St.

UNITED BRETHREN.—638 Fillmore St. N. E.

Church Music.—In the leading churches of the city the music is furnished or led by paid choirs usually consisting of a solo-quartet and chorus of mixed voices. Such may be heard at Westminster Presbyterian, 12th and Nicollet; St. Mark's Episcopal, Hennepin and Oak Grove; Plymouth Congregational, Nicollet and Groveland; Hennepin Methodist, Lyndale and Groveland, and Gethsemane Episcopal, 9th St. and 4th Av. S. St. Paul's Episcopal, Bryant and Franklin, has a fine choir of men and boys. Church of the Redeemer, 8th St. and 2nd Av. S., has a fine quartet. Monthly musical services are given by most of these choirs; and elaborate programs are sung at the Christmas season and on Easter Sunday. The finest organs are in Plymouth, Gethsemane, and Hennepin Methodist.

Church of the Redeemer.—One of the most prominent churches in Minneapolis and the Northwest is the First Universalist, or as it is better known, the Church of the Redeemer. Its building stands at the corner of 2nd Av. S. and 8th St. The First Universalist society was organized in 1859 and in 1866, completed a church building at 4th Av. S. and 5th St. Ten years later a church was dedicated on the present site and given its present name. It cost about \$90,000. In January, 1888, this building was burned. The present structure was dedicated on November 24, 1889. In 1903, an extension was built on the 2nd Av. side which added three rooms, one for the women, another for the young people, and a printing office for the boys. It is built of blue limestone in gothic style. The general effect of the interior is of subdued colors, softened by mellow light from the stained windows. The woodwork is all of black walnut and the timber work of the roof is left exposed, dividing the ceiling into panels and producing an imposing effect. There are galleries at the front and the rear, but none on the side of the church where two exceedingly beautiful transept windows are the chief ornaments. The various panels of these windows are memorials placed there by members of the church and are claimed to be as fine as anything of the kind in the country. The church is fitted with a three-manual organ costing \$11,000 and a tuneful chime of bells which is played before each service on Sunday. The membership includes an exceptionally large proportion of wealthy and prominent citizens of Minneapolis. Rev. M. D. Shutter, D. D., is pastor.

Citizens' Club.—An institution for civic betterment founded through the gift of building and equipment by George H. Christian



BUILDERS EXCHANGE.

Second Avenue South between
6th and 7th Streets

Conklin-Zonne-Loomis Co., Managers,
520 First National-Soo Line Bldg.



-STUDIOS OF SWEET-

L. D.
SWEET

Modern Camera
Portraiture

CENTER
OR
MAIN
1336

TENTH STREET & MARY PLACE
MINNEAPOLIS



and located at 2010 Minnehaha Av. in the midst of a working men's district. The club has over 400 members who pay their yearly dues of \$3.00 and manage the affairs of the club themselves, it being distinctly understood that the institution is not a philanthropic one. Ample club equipment is provided—an auditorium, reading and writing rooms, billiard and card rooms, bowling alleys, baths, kitchen, etc.

City Hall.—(See COURT HOUSE AND CITY HALL.)

City Library. (See PUBLIC LIBRARY.)

City Missions.—Mission rooms for the holding of "Gospel Services" are maintained by several churches along Washington Av. and in churchless localities elsewhere in the city. The audiences are generally rough and illiterate but attentive to the services. (See UNION CITY MISSION.)

City Officials.—A roster of the city officials for the years 1917 and 1918 follows:

Mayor, Thos. Van Lear, controller, Dan C. Brown; treasurer, C. A. Bloomquist; clerk, Henry N. Knott; attorney, C. D. Gould; superintendent of police, Lewis Hart-hill; chief of fire department, C. W. Ringer; engineer, F. W. Cappelen; assessor, G. L. Fort; commissioner health, Dr. H. M. Guilford; city physician, Dr. Herbert O. Collins; superintendent of poor, R. Tattersfield; building inspector, Jas. G. Houghton; inspector of meats and provisions, C. A. Tillbury; registrar of water works department, W. R. Young; inspector of gas, A. D. Meeds; purchasing agent, K. E. Alexander.

Municipal Judges, C. L. Smith, W. W. Bardwell, E. A. Montgomery.

CITY COUNCIL.—President, A. P. Ortquist; aldermen: 1st ward, John Ryan, Louis N. Ritten; 2d ward, Josiah H. Chase, J. F. Wallace; 3d ward, Claus Mumm, Michael Meagher; 4th ward, Wm. A. Currie, J. M. Kistler; 5th ward, Harry H.

Downes, J. G. Robb; 6th ward, Albert Bastis, John Peterson; 7th ward, John Walquist, T. O. Dahl; 8th ward, Frank Heywood, W. H. Rendell; 9th ward, Martin C. Engen, A. E. Voelker; 10th ward, P. B. Getchell, Alonzo D. Hoar; 11th ward, A. P. Ortquist, J. D. Williams; 12th ward, Charles F. Dight, Theo. E. Jensen; 13th ward, John T. Kean, Geo. H. Rentz.

PARK COMMISSIONERS.—President, F. A. Gross; secretary, J. A. Ridgway; treasurer, C. A. Bloomquist, ex-officio; attorney, Jas. D. Shearer; superintendent, Theodore Wirth; C. A. Bossen, assistant superintendent; A. A. McRae, Joseph Allen, Phelps Wyman, F. A. Gross, W. A. Anderson, B. L. Kingsley, E. J. Phelps, David P. Jones, W. H. Bovey, P. C. Deming, Robert Fischer, Leo. B. Harris.

Ex-officio members, Thos. Van Lear, mayor, John T. Kean, chairman council committee on roads and bridges, Claus Mumm, chairman council committee on public grounds and buildings.

Office of board in the city hall.

BOARD OF EDUCATION.—President, H. N. Leighton; secretary Lynn Thompson; treasurer, C. A. Bloomquist; asst. sec'y, Katherine Bra-zee; business supt., G. F. Womrath.

Supt of Schools, B. B. Jackson; members, Horace N. Leighton, Henry Deutsch, A. G. Bainbridge, A. F. Benson, Lynn Thompson, Carolyn B. Kinney, Mae Snow.

Office of the board and superintendent of schools at the city hall.

LIBRARY DIRECTORS.—President, T. B. Walker. Members, Edward C. Gale, Dr. Draper Dayton, Norton Cross, Burt Lum, H. E. Pence, T. B. Walker. Ex-officio, Thos. Van Lear, mayor; H. N. Leighton, president of the board of education; Marion L. Burton, president of University of Minnesota.

BOARD OF CHARITIES AND CORRECTIONS.—President, Thos. Van Lear; secretary, Richard Tattersfield; members, Dr. Arthur E. Benjamin, Andrew M. Hunter, Peter W. Sawyer, John F. Danek, and Mayor Thos. Van Lear, ex-officio.

(See GOVERNMENT, PUBLIC SCHOOLS, etc.)

Civic and Commerce Association.—To this organization has been delegated attention to the civic

and commercial activities which involve the "better development and general welfare of the city of Minneapolis. It is one of the leading organizations of its kind in the United States in point of membership, revenue and efficiency. Its membership numbers practically 3,500 men, divided into four classes—Individual, Corporate or Copartnership, Sustaining and Honorary. Dues are graded up from \$10, individual, to \$5,000 a year, sustaining. Due to its low minimum membership fee, the complexion of the Association is exceptionally democratic and the principle of democracy obtains in all its deliberations and activities.

The Association conducts an active Convention and Publicity Bureau which for five years has secured more than 100 conventions annually for Minneapolis, and it has advertised the city, its points of attraction and opportunities extensively throughout the country. Its Bureau of Municipal Research, which has been in operation for about three years, promoting efficiency and economy in the conduct of the business of the municipality, has effected a tremendous saving in city expenditures and in addition has installed important efficiency measures. Through other committees and bureaus it has stimulated business in all lines and has given special attention to problems of health, hygiene, moral and social welfare.

The Association is equipped to supply any information regarding business or other conditions in Minneapolis.

During the war the facilities of the association have been very largely devoted to the promotion of war work, assistance in war loan and Red Cross campaigns, etc., and through its excellent organization the association has been and is rendering invaluable services to the city and the nation.

Its present officers are Cavour S. Langdon, president; John S. Pillsbury, senior vice president; H. M. Gardner (Division of War

Work), vice president; Henry Doerr (Industrial Division), vice president; E. J. Fairfield (Civic Division), vice president; Joseph Chapman, treasurer; Howard Strong, secretary.

General offices, 1254 McKnight Building.

Civic Commission.—The agitation of the subject of "civic centers" and the general improvement and beautification of cities awakened some of the people of Minneapolis to the importance of taking immediate steps towards the development of this city.

Early in 1910 this movement received a new impetus through the appointment of a civic commission to consider and advise on the whole subject of city planning. It is an unofficial body and consists of F. W. Clifford, E. L. Carpenter, E. C. Gale, secretary, and R. M. Bennett, John Wahlquist, L. S. Gillette, H. F. Douglas.

A preliminary report making suggestions for a general civic plan was completed within the year and a final report in book form is now in process of publication.

Clearing House.—The office of the Minneapolis Clearing House association is in the First National-Soo Line Bldg. at Marquette Ave. and 5th St. Its functions are, as is ordinarily the case, simply the daily adjustment of the accounts between the various city banks, but its reports are an incontestable indication of the volume of business. Following are the clearings for 1885, 1890, 1895, and the years since:

1885.....	\$125,477,478
1890.....	303,913,022
1895.....	372,895,344
1896.....	392,965,673
1897.....	414,597,614
1898.....	460,222,572
1899.....	539,705,249
1900.....	579,994,076
1901.....	626,020,457
1902.....	720,752,331

1903.....	741,049,348
1904.....	843,230,773
1905.....	913,579,558
1906.....	990,890,203
1907.....	1,145,462,149
1908.....	1,057,468,860
1909.....	1,029,914,000
1910.....	1,155,659,664
1911.....	1,068,090,893
1912.....	1,182,232,466
1913.....	1,312,412,256
1914.....	1,374,267,910
1915.....	1,341,545,483
1916.....	1,469,874,329
1917.....	1,662,078,303

In total volume of clearings Minneapolis outranks a number of places of much larger population, such as Buffalo, Milwaukee and Cleveland. (See BANKS.)

Climate.—The city and state enjoy a generally dry atmosphere in the winters, which are usually uniformly cold with light snow fall. In spring, summer and fall there are usually copious rains, but nothing approximating the wet seasons of the Pacific coast. The average temperature of the winter months is 44.60 degrees; of the summer 70.50 degrees. Snow covers the ground continuously during three winters out of four, disappearing early in March; and in this month farmers usually sow their wheat. Spring is about as forward as in central New York. The autumns are long and delightful, it frequently happening that there is no snow or settled cold weather till the middle of December. As a whole the climate is undeniably salubrious and healthful and especially beneficial to those afflicted with diseases of the lungs.

Clubs.—The Minneapolis and the Athletic clubs are the leading men's clubs of the city. (See under respective headings.) Of women's clubs there are several hundred in the city. (See WOMEN'S ORGANIZATIONS.) In the various professions and lines of business, sports, society, etc., there are clubs without number. To enumerate them all is quite beyond the capacity of this

work, but the leading organizations are mentioned below. Most of them are referred to at more length under their respective names.

APOLLO CLUB.—Lyric Theater Bldg.

ARCHITECTURAL CLUB.—3rd Fl. Meyers Arcade, 920 Nicollet.

ATTIC CLUB.—116 S. 4th St. Artists.

AUTOMOBILE CLUB.—Office Radisson Hotel.

CALHOUN COMMERCIAL CLUB.—711, 713 and 715 West Lake St.

CITIZENS CLUB.—2010 Minnehaha Av.

EAST LAKE ST. COMMERCIAL CLUB.—1417 E. Lake St.

ELKS CLUB.—Elks Bldg., Cor. 7th St. and 2d Av. S.

ENGINEERS CLUB OF MINNEAPOLIS. 17 S. 6th St.

HENNEPIN COUNTY MEDICAL SOCIETY.—1114 Donaldson Bldg.

INTERLACHEN COUNTRY CLUB.—Three miles west of Lake Harriet.

KNIGHTS OF COLUMBUS.—8th St. and 5th Av. So. Mens.

LA FAYETTE CLUB.—Lake Minnetonka. Social.

LAKE HARRIET COMMERCIAL CLUB.—43rd St., between Upton and Park Boul.

LONG MEADOW GUN CLUB.—Long Meadow on Minnesota river. Meets 207 Phoenix Bldg.

MINIKAHDA CLUB.—West shore Lake Calhoun. Social and athletic.

MINNEAPOLIS ATHLETIC CLUB.—2nd Av. S. bet. 6th & 7th Sts.

MINNEAPOLIS CLUB.—2d Av. S. and 8th St. Men's. Social.

MINNEAPOLIS CHESS AND CHECKER CLUB.—316 Kasota Bldg.

MINNEAPOLIS GUN CLUB.—Inter-City Shooting Park; Como and 27th Aves. S. E.

MINNEAPOLIS TENNIS CLUB.—Laurel and Elm.

MINNETONKA YACHT CLUB.—Lake Minnetonka.

NEW BOSTON COMMERCIAL CLUB.—Central and 24th Av. N. E.

NORTH SIDE COMMERCIAL CLUB.—242 20th Av. N.

ODIN CLUB.—Evanston Bldg., 6th

St. and 2nd Av. S. Scandinavian.
 PHILHARMONIC CLUB.—Musical.
 ROTARY CLUB.—365 Andrus Bldg.
 ST. ANTHONY COMMERCIAL CLUB.
 —Chute Blk., East Hennepin Av.
 bet. University and 4th St. S. E.

SCHOOLMASTERS CLUB.—D. H. Painter, Seward School.

SOUTH SIDE COMMERCIAL CLUB.
 221 Cedar Av.

TEACHERS' CLUB.—Offices Y. W. C. A. Bldg.

THURSDAY MUSICAL.—806 Nicollet Av. Ladies' Musical.

TRAFFIC CLUB.—12th floor, Met. Life Bldg.

UNIVERSITY CLUB.—Occupies quarters of Athletic Club.

WEST SIDE COMMERCIAL CLUB.—Lake St. and Nicollet Av.

WOMAN'S CLUB.—1526 Harmon Pl.

YOUNG MEN'S TEMPERANCE CLUB.
 —19th Av. N. E. and Polk St.

(See WOMEN'S ORGANIZATIONS and MUSICAL SOCIETIES.)

Coal. (See FUEL.)

Colleges.—In addition to the various colleges of the University of Minnesota (which see), there are several educational institutions in the vicinity of Minneapolis which are doing college work. All are denominational in management. The leading institutions of this order are:

AUGSBURG SEMINARY.—21st Av. S. and 7th St.

CARLETON COLLEGE.—Situated at Northfield, about 40 miles from Minneapolis. Congregational.

HAMLIN UNIVERSITY.—At Hamline, midway bet. the two cities. Methodist.

MACALESTER COLLEGE.—At Macalester, a suburb bet. Minneapolis and St. Paul. Presbyterian.

(See PRIVATE SCHOOLS.)

Columbia Heights.—A manufacturing and residence suburb lying immediately north of the city limits on the East Side and adjoining Columbia Park. 54th St. & Col. Hts. line.

Columbia Park.—The largest park on the east side. In the vicinity of Central Ave. and 31st

Ave. N. E., contains 185 acres and will be connected by parkways with the other large parks of the city. 54th St. and Columbia Heights Line. (See PARK SYSTEM.)

Commerce.—With the rapid development of her tributary country, the commerce of Minneapolis has made remarkable advances. The city is the natural market for the products of three states; she has abundant facilities for manufacturing; she is the natural distributing center for an enormous area. Given these conditions and a due amount of business enterprise and energy and the present extent of her commerce was the natural result. Nine great railroad systems center here. (See RAILROADS.) The Mississippi river will shortly be open for steamboats to the Gulf. During eight months of the year the great lakes are an important factor in the commerce of the city. The low rates of this water line serve to prevent excessive charges on all rail routes from the east. The building of the Minneapolis, St. Paul & Sault Ste. Marie railroad was another safeguard against combinations of an unfavorable character. This route, locally known as the "Soo," forms, in connection with the Canadian Pacific, a short line to tide water at Montreal and a direct route to Portland and Boston. Its efficiency as a safety valve in railroad problems, always complicated by the jealous influence of Chicago, is obvious. The principal articles received in Minneapolis are wheat and other grains, general merchandise, coal, building stone and machinery; the larger items of shipment are flour, lumber, machinery and general merchandise. The aggregate amount of receipts and shipments last year of the leading articles of commerce will serve to convey an idea of the magnitude

of the commercial transactions of Minneapolis.

	Cars	
	Received.	Shipped.
Agr. implements & vehicles	5,382	5,958
Automobiles and Trucks	6,795	9,152
Brick, building tile.	2,844	848
Cement, lime, plaster	4,375	1,083
Coal & coke	45,321	1,105
Fruit, green	7,255	1,664
Grain	141,318	73,730
Flour	3,615	53,928
Millstuffs	2,717	28,580
Hay & straw	3,305	424
Iron & steel, structural	1,111	1,343
Linseed meal & cake	20	4,179
Linseed oil	7	2,631
Lumber & forest products	13,839	6,721
Machinery	1,407	1,251
Merchandise (L. C. L.)	47,724	92,891
Miscellaneous	33,805	14,977
Petroleum & products	5,031	1,084
Potatoes	3,194	2,198
Sash, doors & blinds	414	865
Stone, granite & marble	943	1,287
Vegetables	1,346	644
Total cars	342,601	311,489

(See GRAIN TRADE, JOBBING TRADE, MANUFACTURES, ELEVATORS, etc.)

Commission Merchants.—The produce commission merchants are mostly in the vicinity of 6th St. and 2nd Av. N. Grain commission men are nearly all to be found in the Chamber of Commerce Bldg. or the Corn or Flour Exchanges, opposite.

Comptroller. (See GOVERNMENT and FINANCES.)

Concerts.—In the development of musical taste Minneapolis has made quite as rapid progress as in more material matters. During the autumn, winter and spring concerts are given by the Minneapolis Symphony orchestra. The faculty and pupils of the conservatories of music give numerous recitals. The Thursday Musical is most efficient in promoting con-

certs of the highest class and the work of the Apollo club, Philharmonic club, and other choral and instrumental organizations has added much to the sum of musical enjoyment each season. Piano and vocal concerts by other local musicians are announced from time to time. (See MUSICAL SOCIETIES, PHILHARMONIC CLUB, MINNEAPOLIS SYMPHONY ORCHESTRA, etc.)

Conduits. (See ELECTRIC CONDUITS.)

Congregational Churches.—During its half century of existence in Minneapolis, Congregationalism has obtained a strong foothold. It is now one of the largest and strongest of the Protestant denominations. The following include both churches and missions:

BETHANY.—Taylor St. and 26th St. N. E.

COMO AVENUE.—Cor. 14th Av. S. E. near Como Av.

FIFTH AVENUE.—Cor. 5th Av. S. and 32nd St.

FIRST.—8th Av. S. E. and 5th St.

FIRST SCANDINAVIAN.—2019 17th Av. S.

FOREST HEIGHTS.—N. James and Ilion Aves.

FREMONT AVENUE.—Fremont Av. N. and 32nd Av. N.

LINDEN HILLS.—Upton Av. and W. 42d St.

LOWRY HILL.—Cor. Dupont and Franklin Aves.

LYNDALE.—Cor. Aldrich Av. and W. Lake St.

LYNHURST.—S. Bryant Av. and 45th St.

MINNEHAHA.—38th Av. S. and 40th St.

MORNINGSIDE CHAPEL.—Morningside Rd. and Aetion Pl.

NEW OPEN DOOR.—Cor. 10th Av. S. and 39th St.

OAK PARK.—Cor. James and 6th Av. N.

PARK AVENUE.—Cor. Park and E. Franklin Aves.

PENN AVENUE.—Penn Av. bet. 37th and 38th Av. N.

PILGRIM.—Cor. 14th Av. N. and N. Lyndale Av.

PILLSBURY HOUSE.—320 16th Av. S.

PLYMOUTH.—Cor. Groveland Av. and Vine Place.

TEMPLE (Swedish).—Cor. 10th Av. S. and 7th St.

THIRTY-EIGHT ST.—38th St. and 3d Av. S.

VINE.—Cor. 22d Av. S. and 33d St.

Congregational Headquarters, 525 Lumber Exchange; Rev. Everett Leshar, Supt.

Congregational Club, The Minnesota.—As its name suggests the Congregational Club is an organization of persons connected with the Congregational churches of the state, though chiefly from Minneapolis and St. Paul. Monthly meetings, at which ladies are present, are held, from September till May.

Conventions.—Minneapolis has entertained with success many great national gatherings, notably the Christian Endeavor convention of 1891, the National Republican convention of 1892, the G. A. R. national encampments of 1884 and 1906, the National Educational Association of 1902, and a number of the largest denominational conventions. The city is amply supplied with halls, hotels and transportation facilities and its hospitalities are proverbial. (See HOTELS.)

Coon Creek Dam.—A new power dam recently completed in the Mississippi River about 12 miles above Minneapolis. The dam is about 2,000 feet in length and will produce 12,000 horse power, which will be used in generating electricity for the Minneapolis General Electric Co.

Cooperage.—An annual output of about fifteen millions of barrels of flour calls for the manufacture of an immense number of barrels, notwithstanding the fact that much of the flour is packed in bags. The demand for cooperage

is supplied by three large shops, conducted on the co-operative plan. (See Co-OPERATION.) About 300 men find employment in this business. The shops are in south Minneapolis near the railroad tracks, and within easy hauling distance of the mills.

Corn Exchange.—An office building on 3rd St. and 4th Av. S., directly opposite the Chamber of Commerce, and chiefly occupied by commission firms. It is seven stories high and of red pressed brick.

Council. (See GOVERNMENT and CITY OFFICIALS.)

Council of Minneapolis Commercial Clubs.—An organization consisting of three delegates from each commercial or civic club. Its purpose is to promote the general welfare of the city; to assist the various clubs in local matters, and to create a closer touch between the different organizations.

Meetings are held at the call of the president. The following are represented in the council: Calhoun Commercial Club, Flour City Commercial Club, Glenwood Commercial Club, Lake Harriet Commercial Club, Minneapolis Civic & Commerce Association, New Boston Business Men's Association, North Side Commercial Club, St. Anthony Commercial Club, South Side Commercial Club, West Side Commercial Club. William Eurich (St. Anthony Commercial Club) is President and Orville E. Johnson (Calhoun Commercial Club) is Secretary.

County Commissioners.—Meet at the court house on the first Monday in each month at 10 a. m.

County Officers.—All county offices are in the court house. The incumbents are as follows:

Auditor, Al. P. Erickson.

Treasurer, Henry C. Hanke.

Attorney, John M. Rees.

Judge of Probate, John A. Dahl.

Sheriff, Otto S. Langum.
 Register of Deeds, A. W. Skog.
 Clerk of District Court, P. S. Neilson.

Superintendent of Schools, Harvey I. Harter.

Surveyor, E. E. Terrell.

Coroner, Gilbert M. Seashore.

Commissioners, H. R. Chase, C. B. Waddell, Frank W. Cook, Barney Anderson, H. A. Montgomery.

Court House and City Hall.—

The public business of Hennepin county and the city of Minneapolis has been concentrated in one building known as the Court House and City Hall. This structure occupies the entire block bounded by 3rd and 4th Aves. S. and 4th and 5th Sts. It is 300 feet square, surrounds an open court 130 feet square, is five stories in height and is surmounted by a tower which rises to the height of 400 feet above the pavement, measuring to the tip of the flagstaff. This tower is 50 feet square and like the rest of the building is constructed of red Ortonville granite. At the apex of the tower roof is an observatory which is 335 feet above the street and which offers the best view point in the city. It may be reached by a long climb up hundreds of stairs. Permits should be secured from the custodian of the building. A hundred feet below the observatory is the clock which is 231 feet above the street. Its dials are 23 feet and four inches in diameter and were, when built, the largest in the world.

The court house is finished in simple but handsome style. Quarter sawed oak is used throughout the offices and court rooms and in the hallways there is marble wainscoting and tiled and mosaic floors. The building is thoroughly fireproof; in the construction of the interior only steel and iron, brick and hollow tile are used.

In the county half of the building, which is on the 4th Av. side,

are the offices of the sheriff, county treasurer, auditor, clerk, county commissioners and the various officers connected with the courts—district and probate.

In the city side of the building are the offices of the mayor, city clerk, city comptroller, superintendent of the poor, chief of police, city engineer, the water works, the council chamber, committee rooms, municipal court rooms, city assessor's office, the offices of the building inspector, health officer, the park board, school board and superintendent of schools.

The building cost over \$3,000,000. Long & Kees were the architects.

(See DISTRICT COURT, PROBATE COURT, COUNTY OFFICERS, CITY HALL, etc.)

Courts. (See DISTRICT, MUNICIPAL, PROBATE and U. S. COURTS.)

Crystal Lake Township.—Adjoining the city on the northwest. Takes its name from a pretty lake near the city limits.

Customs.—The office of Harry A. Lund, Deputy Collector of Customs, is in the Federal building at Marquette Av. and 3rd St.

Dean Boulevard.—Connecting Lake of the Isles at the southwest with Lake Calhoun. Named for the late A. J. Dean, who donated the greater portion of the land in 1892. (See PARK SYSTEM.)

Debt. (See FINANCES.)

Dentistry, College of. (See UNIVERSITY.)

Department Stores.—The leading department stores are: Dayton Dry Goods Co., Nicollet Av. and 7th St.; L. S. Donaldson Co., Nicollet and 6th St.; Minneapolis Dry Goods Co., 511 Nicollet Av.; Powers Mercantile Co., Marquette Av., 5th St. and Nicollet Av.

Depots. (See RAILROAD STATIONS and FREIGHT DEPOTS.)

Design, Schools of. (See MINNEAPOLIS SOCIETY OF FINE ARTS and HANDICRAFT GUILD.)

Disciples Churches.—The churches of the Disciples in Minneapolis are these:

GRAND AV. CHURCH OF CHRIST.—Grand Av. and 31st St.

MINNEHAHA CHURCH OF CHRIST.—E. 42d St. cor. 32d Av. S.

PORTLAND AV. CHURCH OF CHRIST.—Cor. Portland Av. and Grant St.

UNIVERSITY PLACE CHURCH OF CHRIST.—Cor. 14th St. and 4th Av. S. E.

Dispensaries. (See HOSPITALS and DISPENSARIES.)

Distances in Minneapolis and Vicinity.—The city is one of "magnificent distances." It is ten miles long by six miles broad, and its population is pretty thoroughly distributed over its 54 square miles. Following are the distances from Gateway Park at Washington and Hennepin Aves. to various points about the city:

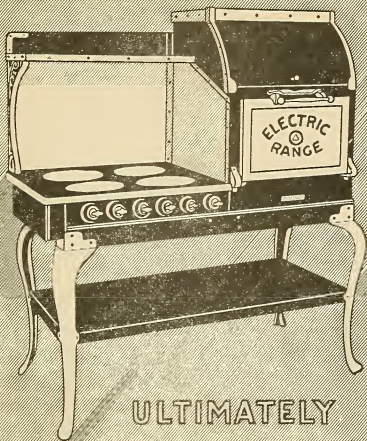
To Public Library, 8 blocks; to Loring Park, 1 mile; to Court House, $\frac{1}{2}$ mile; to milling district, 2-3 mile; to University, 2 miles; to Cedar Av. and Washington, $1\frac{1}{4}$ miles; to Grant St. and Nicollet Av., 1 mile; to Plymouth Av. and N. Washington Av., 1 mile; to 20th Av. N. and Washington, $1\frac{1}{2}$ miles; to Franklin Av. and Hennepin, $1\frac{1}{4}$ miles; to Franklin and Nicollet, $1\frac{1}{2}$ miles; to Franklin and 16th Av. S., 2 miles; to Lake St. and Hennepin, 3 miles; to Lake St. and Nicollet Av., $2\frac{1}{2}$ miles; to Lake St. and Bloomington Av., 3 miles; to Lake Calhoun, $3\frac{1}{2}$ miles; to Lake Harriet, $4\frac{1}{2}$ miles; to Lakewood Cemetery, $3\frac{1}{2}$ miles; to Washburn Park, 5 miles; to Minnehaha Falls and Park, 6 miles; to Fort Snelling, $7\frac{1}{2}$ miles; to New Boston, $2\frac{1}{2}$ miles; to St. Paul, 10 miles; to Lake Minnetonka, (via railroad) at Wayzata, 14 miles, at Excelsior, (via electric line) 18 miles, at Minnetonka Beach, 20 miles.

In estimating distances count 13 ordinary blocks to the mile. South of 24th St. the blocks from north

to south are much longer, running just eight to the mile. Thus from 24th to 32nd Sts. is just a mile.

Distances to Other Cities.—Following are the distances by rail from Minneapolis to the principal cities of the United States and Canada, and the larger towns and resorts in the Northwest:

	Miles.
Aberdeen, S. D.....	288
Albany, N. Y.....	1,247
Albert Lea, Minn.....	107
Ashland, Wis.....	194
Atlanta, Ga.....	1,213
Baltimore, Md.....	1,273
Bemidji, Minn.....	220
Bismarck, N. D.....	435
Boston, Mass.....	1,456
Brainerd, Minn.....	128
Buffalo, N. Y.....	950
Butte, Mont.....	1,118
Chattanooga, Tenn.....	1,061
Chicago, Ill.....	410
Chippewa Falls, Wis.....	114
Cincinnati, Ohio.....	695
Cleveland, Ohio.....	767
Crookston, Minn.....	287
Denver, Colo.....	928
Des Moines, Iowa.....	296
Detroit, Mich.....	694
Detroit, Minn.....	194
Devil's Lake, N. D.....	396
Dubuque, Iowa.....	248
Duluth, Minn.....	150
Eau Claire, Wis.....	96
Fargo, N. D.....	240
Faribault, Minn.....	56
Fergus Falls, Minn.....	177
Gladstone, Mich.....	343
Glenwood, Minn.....	120
Grand Forks, N. D.....	310
Great Falls, Mont.....	1,070
Helena, Mont.....	1,120
Hibbing, Minn.....	234
Indianapolis, Ind.....	603
International Falls, Minn....	327
Jacksonville, Fla.....	1,565
Kansas City, Mo.....	547
La Crosse, Wis.....	137
Larimore, N. D.....	333
Lincoln, Neb.....	452
Livingston, Mont.....	997
Louisville, Ky.....	722
Mackinac, Mich.....	476
Madison, Wis.....	280
Mankato, Minn.....	75
Milwaukee, Wis.....	335
Minnetonka—Excelsior.....	18
Wayzata.....	14
Montreal, Can.....	1,120



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IN EVERY HOME



Come Out of the Kitchen

DON'T stand over the kitchen range all the time the baking or the dinner is in progress. It isn't necessary. You can start the cooking in an Electric Range, turn your switches to the degree of heat you want and then leave the cooking to the range.

You Don't Have to Watch AN ELECTRIC RANGE

The heat is uniform in every corner of the oven and every part of the burner; it does not fluctuate; maintains an even temperature. The food does not burn because of a suddenly overheated oven. It doesn't need watching or turning. You are free from kitchen slavery.

The Minneapolis General Electric Co.

15 SOUTH FIFTH STREET

Nashville, Tenn.....	928
New Orleans, La.....	1,331
New York.....	1,332
Northfield, Minn.....	42
Ogden, Utah.....	1,391
Omaha, Neb.....	351
Oshkosh, Wis.....	298
Philadelphia, Pa.....	1,242
Pierre, S. D.....	414
Pittsburg, Pa.....	888
Portland, Oregon.....	1,974
Quebec, Can.....	1,368
Red Wing, Minn.....	50
Rochester, Minn.....	100
Rochester, N. Y.....	1,019
Salt Lake City, Utah.....	1,428
San Francisco, Cal.....	2,224
Sauk Center, Minn.....	107
Sault Ste. Marie, Mich.....	494
Seattle, Washington.....	1,818
Sioux City, Iowa.....	259
Sioux Falls, S. D.....	238
Spokane, Wash.....	1,479
St. Cloud, Minn.....	65
St. Joseph, Mo.....	479
St. Louis, Mo.....	585
St. Paul, Minn.....	10
St. Peter, Minn.....	64
Stillwater, Minn.....	30
Syracuse, N. Y.....	1,099
Tacoma, Wash.....	1,844
Toronto, Can.....	1,000
Tower, Minn.....	246
Virginia, Minn.....	225
Washington, D. C.....	1,233
Watertown, S. D.....	222
Waukesha, Wis.....	374
White Bear, Minn.....	22
Winnipeg, Manitoba.....	448
Winona, Minn.....	112
Yankton, S. D.....	301
Yellowstone Park.....	1,051

District Court.—The district court for Hennepin county is a court of record of original and general jurisdiction. There are eight judges and each judge is elected for the term of six years. Each judge sits as a separate court, and each judge has full and equal powers, except when two sit together when, if there is a difference of opinion, the opinion of the senior judge controls. Once a month all the judges sit together to hear certain kinds of cases. But all process is attested in the name of the senior judge—the one longest on the bench. The actual territor-

ial jurisdiction of the court is the 4th Judicial District of the state, which consists of the county; but the statutes give the right to serve summons and to have certain jurisdictional powers throughout the state. One term of court is held commencing on the second Monday in September and continuing until July 1st. Appeals are taken from the district court directly to the supreme court—the court of final resort. The present incumbents of the District bench are, in order of seniority: Judges H. D. Dickinson, W. E. Hale, John H. Steele, Edward F. Waite, Charles S. Jelley, William C. Leary, Jos. W. Molyneaux, Daniel Fish, Chelsea J. Rockwood. Clerk of Courts, P. S. Neilson. (See Court House.)

District Telegraph. (See MESSENGER SERVICE.)

Dogs.—There are about 5,500 dogs in Minneapolis—that is, there are about that many which have been regularly licensed to exist under the city ordinances. Owners of valuable or pet dogs should see that the license fees are paid each year and the tags kept attached to the animals by a collar (and replaced if lost) or otherwise they are liable to seizure and execution by the “dog catcher.” Maintaining a vicious dog is punishable by fine.

Donaldson Building.—One of the newest and most conspicuous buildings on Nicollet Avenue (Cor. 7th St.) A handsome structure of brick and terra cotta exterior, steel frame and concrete interior construction, fitted and finished in the most elegant manner. The first two floors are occupied as store rooms and the remainder of the building is devoted to offices which are largely occupied by professional men.

Drainage. (See TOPOGRAPHY and SEWERS.)

Drives.—A more delightful vicinity for driving could hardly be imagined. The streets of the city are broad and smooth and abound in beautiful shade trees and handsome houses and grounds. Leaving the more thickly settled portion of the city, one can follow the parkway system for miles about the shores of charming lakes or picturesque water courses. Still further out—beyond the city limits—is a magnificently rolling farming country, dotted with blue lakes and interspersed with natural forest. There are no toll roads or toll bridges. The vicinity is a paradise for those who enjoy driving. It is scarcely a wonder that the number of private equipages, fine horses and automobiles in Minneapolis is very large in proportion to the population.

Strangers can secure hacks or carriages with careful drivers by applying at their hotel offices or at any of the public hack stands or central livery stables. (See HORSES AND CARRIAGES, LIVERY, HACK FARES, etc.) Automobiles may also be hired with competent chauffeurs in charge. (See AUTOMOBILES and TAXICABS.)

The following drives are suggested for the use of both strangers and residents. Some of the latter could not better spend a few hours occasionally than in improving their knowledge of the suburban beauties of the city. It is assumed in the following drives that the stranger is starting from one of the leading hotels in the central part of town. Residents will know how to adjust themselves to different starting points. The time given is the proper allowance for a carriage team; if an automobile is used the allowance may be reduced one-half.

A RAPID VIEW OF THE CITY.—Up Hennepin Av. to 10th St., passing West Hotel, Masonic Temple, and Lyceum Theatre; on 10th St. to

Harmon Place, passing the Public Library and First Baptist Church; on Harmon Place past Loring Park and Judge M. B. Koon's residence to Oak Grove St. and Hennepin Av. in sight of Thomas Lowry's residence; through Oak Grove to Vine Place; on Vine Place to Franklin Av.; on Franklin to Stevens; on Stevens to 24th, on 24th St. to Park Av.; on Park Av. to 10th St., on 10th to Nicollet; on Nicollet to 3rd St. and thence to hotel. This drive, allowing a pause at points of interest, will occupy about an hour. Forty minutes more will admit of a visit to the State University, via the steel arch bridge and S. E. 5th St. and returning via University Av. and the 10th Av. S. bridge, obtaining a view of St. Anthony Falls, the stone arch railroad bridge and the milling district. Strangers should not fail to take at least this much time to see the city. This and the succeeding drives may, of course, be extended indefinitely by side excursions or stops for the examination of interesting buildings or places.

A FAIRLY COMPREHENSIVE VIEW.—Up Hennepin Av. to 10th, and via Harmon Place to Loring Park, as in short drive; west from Loring Park over Kenwood Parkway to Lake of the Isles; around north and east sides of lake to 27th St.; on 27th to Hennepin Av.; on Hennepin Av. to Groveland Av.; through Clifton Place and Clifton Av. to Vine Place; on Vine Place to Franklin; on Franklin to Stevens Av.; on Stevens to 24th St.; on 24th St. to Portland Av.; on Portland to 27th St.; on 27th to Park Av.; on Park Av. to 10th St., and thence following the route of the first drive, including the University and milling district. This will occupy about three hours, and will give a stranger, who has little time at his disposal, a fairly good idea of Minneapolis.

The best way to see the city is to plan at least five or six drives of a couple of hours each. In this way the sights may be better enjoyed and there is no danger of any one proving wearisome. The following outlines may prove useful:

THE BUSINESS CENTER.—Hennepin Av. to 7th St.; 7th to Nicollet Av.; on Nicollet to 2nd St.; on 2nd St. to 3rd Av. N.; on 3rd Av. to 3rd St.; on 3rd St. to 1st Ave. N.; on 1st Av. N. to 6th St. to Marquette Av.; on Marquette Av. to 4th St.; on 4th St. to 7th Av. S.; on 7th Av. S. to Washington; on Washington to 6th Av. S.; on 6th to flour milling district; after viewing the canal and mills, on 1st St. to 3rd Av. S.; on 3rd Av. to 2nd St.; on 2nd to Nicollet; across steel arch bridge and Nicollet Island to Main St.; on Main to 6th Av. S. E., past Pillsbury "A" mill; across 10th Av. bridge to Washington Av.; on Washington to Hennepin. This drive taken slowly will occupy from an hour and a half to two hours. An inside view of Pillsbury "A" flour mill is a pleasant addition, and as much time as desired may be spent in this way.

TO SEE RESIDENCES.—Hennepin Av. to 10th St.; to Park Av.; to 27th St.; to Portland Av.; to 24th St.; to 1st Av. S.; to 19th St.; to Vine Place; to 25th St.; to Pillsbury Av.; to Ridgwood Av.; to Lyndale Av.; to Summit Av.; to James Av.; to Mt. Curve Av.; to Groveland Terrace; to Clifton Place and Clifton Av.; to Vine Place; to Oak Grove; to Hennepin Av.; to Harmon Pl.; to Hennepin Av., thence to hotel or home. To cover this route will require two hours. It will give a tolerably accurate idea of the residence district of the west side. For the east side see east side drive below.

A PARK AND BOULEVARD DRIVE.—From Loring Park over Kenwood Parkway to Lake of the Isles,

around the lake to south end and along Calhoun Boulevard past Lake Calhoun to Lake Harriet; around Lake Harriet and return by same route to Mt. Curve Av., and through Mt. Curve Av. over Lowry's Hill to Hennepin Av.; or, from Lake Calhoun Boulevard and 36th St. east to Hennepin, and thence to hotel or home. About two hours.

EAST SIDE DRIVE.—Across steel arch bridge to Nicollet Island; Island Av. to Grove Pl.; through Grove Pl. to Central Av.; to Main St.; to 1st Ave. S. E.; to 4th St.; to 7th Av. S. E.; to 5th St.; to 13th Av. S. E.; to University Av.; through University grounds; returning via University Av. to 6th Av. S. E. and 10th Av. S. bridge. About an hour. May be pleasantly extended to two hours by following River Road, East, along river bank from University to Bridal Veil Falls, and returning across Franklin Av. bridge and via River Road, West, Riverside Park, Riverside Av. and 4th St. to center.

TO MINNEHAHA FALLS.—Via any main avenue (Portland or Park the best) to Lake St.; to River Road, West; to falls. Returning same route. About two hours. A longer route is via Kenwood Parkway to Lake of the Isles, Calhoun and Harriet, leaving Lake Harriet at the south-east side and following Minnehaha Parkway along the banks of Minnehaha creek to the falls.

TO FORT SNELLING.—Same as to Minnehaha about $1\frac{1}{2}$ miles beyond the falls. May be varied by returning on east side of river to Lake St. bridge and thence west to any leading avenue.

A COUNTRY DRIVE.—South on Portland Av. to Diamond Lake (about 5 miles) west 1 mile to Lyndale Av.; north across Minnehaha Creek to city. About $1\frac{1}{2}$ hours.

THREE HOUR COUNTRY DRIVE.—South on Portland Av. to cross road $1\frac{1}{2}$ miles south of Diamond Lake; west 3 miles past Wood Lake; north 2 miles; west $\frac{1}{2}$ mile to Edina mills; north and east over choice of roads to Lake Calhoun and city.

To MINNETONKA. — West from north end Lake Calhoun through Hopkins to Excelsior. About 20 miles.

The lake may also be reached by a half dozen other routes, as the Minnetonka boulevard, running due west from north end Lake Calhoun; the Superior boulevard running west from Bryn Mawr; and Western and Sixth Avenues N.—all these routes being convenient for reaching the north shore of the lake.

The above are a very few of the delightful drives about the city and are only intended for the use of those unacquainted with the "lay of the land." They may be varied indefinitely and the frequent traveler of the streets and roads will discover new and interesting routes. Until one is acquainted with the outlying country a pocket map will be found useful. (See SEEING THE CITY, AUTOMOBILES and EXCURSIONS.)

Dry Goods.—Nicollet Av. is the great shopping street and all the leading dry goods houses are to be found there. The larger and more prominent establishments are: L. S. Donaldson Co., corner Nicollet Av. and 6th St.; Dayton Dry Goods Co., corner Nicollet and 7th St.; Minneapolis Dry Goods Co., 511 Nicollet Av.; Powers Mercantile Co., Nicollet Av., Marquette Av. and 5th St.; J. W. Thomas & Co., Nicollet Av. and 8th St.

Dunwoody Institute.—The William Hood Dunwoody Industrial Institute was founded by the late William H. Dunwoody, for many years a prominent flour miller and one of the most respected citi-

zens of Minneapolis. His will directed that a certain portion of his estate should be devoted to the establishment and maintenance of an industrial school which should afford the means of technical education in various arts and industries with special mention of those connected with flour milling. The school was opened in 1914 in temporary quarters (in the old Central High School) pending the erection of a suitable building. Up to the present time seven departments, automobile, architectural drawing, carpentry, cabinet making, electrical work, machine shop practice and printing have been established in the day school.

Permanent buildings are being erected on a site facing The Parade. The first building was occupied in the summer of 1917.

As the fund accruing from the estate is over \$3,150,000, a great modern industrial school of the highest order is certain to be realized eventually. Charles A. Prosser is director of the institute.

Soon after the breaking out of the war in 1917 the facilities of the school were offered to the government for the training of men for many trades needed in the navy. It is estimated that several thousand men will be trained at the Institute should the war continue for any length of time.

Dyckman Hotel.—Sixth St. between Hennepin and Nicollet. This substantial addition to the list of Minneapolis hotels was opened in April, 1910. It is an eleven-story building, absolutely fireproof (concrete construction), contains 325 rooms, handsomely furnished, and has all the appointments of a modern hotel.

Eastern District, or East Side.—That part of the city lying east of the Mississippi river. It includes what was originally the town of St. Anthony and is commonly called "the East Side."

East Hennepin Ave.—A new street recently created by connecting parts of Central Ave. and Division street and forming a new thoroughfare from the foot of Hennepin Ave. at the steel arch bridge, north and east to the eastern city limits where it will connect with an arterial street into St. Paul. It seems destined to become the principal highway in the eastern division of the city.

Education.—Minneapolis is peculiarly fortunate in possessing exceptional educational facilities. No western city of equal size and few eastern centers have better advantages in this respect. The public school system of Minneapolis has worthily achieved a reputation as the equal of any in the country; its high schools are thorough and well equipped and the state university affords means for higher education in its numerous departments. Besides there are several very creditable private schools for different classes of educational work. All these institutions both public and private are sustained by a cordial public sympathy; the interest in the public school system is especially marked. Altogether Minneapolis is a very desirable place of residence for families having children to educate.

This subject is too comprehensive to admit of treatment under one head; the details of matters pertaining to education will be found under such headings as **PUBLIC SCHOOLS, UNIVERSITY, HIGH SCHOOLS, PRIVATE SCHOOLS, PAROCHIAL SCHOOLS, ART SCHOOLS, DUNWOODY INSTITUTE, etc.**

Election Precincts. (See **POLITICAL DIVISIONS.**)

Elections.—Municipal elections are held upon the same date as those of the state and county—the first Tuesday after the first Monday in November of the even numbered years. Nearly all city of-

ficials are, under the present laws, to be elected for two years; their terms of office beginning on January 1st following the election. The Australian or secret ballot system is in use under a state law and the plan of direct nominating elections took the place of the old caucus and convention system in Hennepin county in 1900. (See **POLITICS and POLITICAL DIVISIONS.**)

Electric Conduits.—After several years of agitation the work of putting under ground all electric wires in the center of the city, was commenced in 1888. This was in accordance with a municipal ordinance. There are now about 350 miles of conduit or subway.

Electric Light and Power.—The electric service of Minneapolis compares favorably with any city in the world. It is rendered by The Minneapolis General Electric Company, which is operated by H. M. Byllesby & Company, engineers.

Rates for electric light, power and heating are on a low basis.

The highest, or base rate, is 8½ cents per kilowatt hour, less 5 per cent for prompt payment. Electric power is used extensively for manufacturing and other industrial and commercial purposes.

The Company obtains its supply of electrical energy from four principal power stations, three of these being water power stations and the fourth a steam plant. A new water power station has just been completed at Coon Rapids, on the Mississippi river, 11 miles from Minneapolis. The generating capacity of the four stations is as follows:

	Horsepower
St. Croix Water Power Pl't.	24,000
Coon Rapids Water Power Plant	15,000
Riverside Steam Station	40,000
Main Street Water Power Plant	2,500
<hr/>	
Total generating capacity	81,500

Every generating station, sub-station and storage battery station of the company is new, modern and efficient. All transmission lines are in duplicate. The distributing system covers the city and suburbs. Steam generating equipment stands ready at all times to back up the supply of energy from the water powers.

Minneapolis was one of the first cities to install ornamental street lighting systems. There are now 1,200 decorative standards bearing five lights each, illuminating nine miles of streets.

The general policy of the Minneapolis General Electric Company is that of the progressive efficiency in the rendering of its particular service and in the co-operative work of community advancement.

A sales, or commercial, department is maintained to study the electrical requirements of the public; to render information and advice to customers; to extend the use of service to the greatest possible number and to promote satisfactory results from electric lighting, power and heating. Illuminating and power experts are permanently employed. Their designs and reports are rendered without cost. Customers or prospective customers are welcome to their services at all times.

Electric Street Railways. (See STREET RAILWAYS.)

Elevators.—One thing which impresses the traveler arriving by almost any of the railroads entering the city, is the number and the vast size of the grain elevators. To form a better idea of their number one must sweep the horizon from some of the high buildings. The elevators rise in every direction as sombre monuments to the commercial enterprise and supremacy of the Flour City. There are about fifty of these great structures and their

combined capacity is about 55,000,000 bushels or nearly one-half the receipts of wheat. Each year sees the number and capacity largely increased. They are built of wood, steel, brick, tiles or concrete and the complicated machinery is operated by steam power. A visit and examination of their workings is very interesting. Besides those already mentioned there are a number of elevators connected with the flour mills which have a considerable storage capacity and in addition to the terminal storage room in the city are the systems of elevators and warehouses in the interior, covering all the territory from northern Wisconsin, northern Iowa and Nebraska to the Pacific coast in Oregon and Washington. These systems operate thousands of elevators, with a storage capacity of many millions of bushels. This, with the terminal elevators, gives an enormous storage capacity, controlled and operated by firms connected with and doing business on the floor of the Exchange room of the Chamber of Commerce of Minneapolis (See GRAIN TRADE, FLOUR AND FLOUR MILLING.)

Elks Club.—One of the finest buildings in the country devoted to the use of a fraternal lodge is the club house of Minneapolis Lodge No. 44, B. P. O. E. The club building was completed at a cost of \$385,000 and occupied early in 1913. It is a five-story brick structure, located at Second Av. S. & Seventh St. and with the exception of a part of the ground floor is devoted entirely to the uses of the Elks, and is a modern and completely equipped club—with the addition of a lodge room for the use of the members in their more particular character as a secret fraternal order.

From the entrance on Seventh St. one may ascend to the second floor by stairway or elevator, and

reach the main lounging room or parlor of the club—a most handsomely appointed and richly decorated apartment. On the same floor is the club office. The third floor is devoted to the main dining room, two private dining rooms and the woman's reception room. Other features of the building are the billiard and card rooms, the bowling alleys, rathskeller, bar, 34 private sleeping apartments—the whole equipped with every modern device for comfort and convenience.

The Elks have over 1,700 members and are exceedingly prosperous and popular.

Elliot Park.—A four acre lot between 9th and 10th Aves. S. and 8th and 14th Sts. Most of the land was the gift of Dr. Jacob S. Elliot. It contains a small lake and a handsome fountain. (See **PARK SYSTEM**.)

Engineers' Club.—An organization (formed in 1883) of men connected with the different branches of the engineering profession which maintains club rooms at 17 S. 6th St. Meets the third Monday of each month. E. H. Scofield is president, and E. W. Ashenden, secretary.

Episcopal Churches.—Like most of the other leading denominations the Episcopal church in Minneapolis dates from about 1850. There are now seventeen churches and missions as follows:

ALL SAINTS.—Cor. Park Av. and 31st St.

CHRIST CHURCH MISSION.—Blaisdell Av. and 37th St.

GETHSEMANE.—Cor. 4th Av. S. and 9th St.

GRACE.—Cor. 16th Av. S. and 24th St.

HOLY TRINITY.—Cor. 4th Av. S. E. and 4th St.

MESSIAH (Swedish).—Grand Av. and 39th St.

ST. ANDREW'S.—Cor. 19th Av. N. and N. James Av.

ST. ANSGARIUS (Swedish).—5th St. and 19th Av. S.

ST. FAITH.—36th St. near Minnehaha.

ST. LUKE'S MISSION.—Colfax and 46th St.

ST. JOHANNES (Scandinavian).—Newton and 5th Aves. N.

ST. JOHN BAPTIST.—Cor. Linden Hills Boul. and W. 42d St.

ST. MARK'S.—Cor. Oak Grove and Hennepin Av.

ST. MATTHEW'S.—Cor. 25th Av. N. E. and Fillmore St.

ST. PAUL'S.—Bryant Av. Cor. Franklin.

ST. STEPHEN'S.—Lyndale and 54th Av. S.

ST. THOMAS MISSION (Colored).—5th Av. S. near 27th St.

ST. TIMOTHY'S MISSION.—Prospect Park.

WELLS MEMORIAL.—Cor. Western Av. and N. 11th St.

Excelsior.—A village on the south shore of Lake Minnetonka and about 18 miles from Minneapolis. On the Minneapolis and St. Louis railroad and Minnetonka electric line. (See **MINNETONKA**.)

Excursions.—The number of excursions which may be made from Minneapolis is almost without limit. Few inland cities have so many attractions and agreeable resorts within easy reach. The city is surrounded by lakes; there are over 200 within a radius of twenty-five miles, and perhaps a score within the city limits. The environs are picturesque. Among the lakes, bluffs and falls the city park system has been entwined and the rapid development of the electrical street railway system has made nearly every part of this beautiful outlying region accessible. For all sorts of short excursions in and about the city the electric cars offer the quickest and simplest means of transportation. They not only reach the famed Minnehaha Falls, the chain of beautiful lakes along the southwestern border of the city, the university, fair grounds and interurban district, but now reach out beyond St. Paul and extend to White Bear Lake, and Stillwater on the eastern bor-

der of the state and to Minnetonka twenty miles west.

The number of pleasant excursions of from one hour to a day which may be made on the electric lines is almost without limit. A few are outlined below as suggestions. They may be varied—lengthened or shortened—to suit the convenience or pleasure of the excursionist. The time given is that from the business center and allows for a short stop-over at the objective point. If a longer stay is desired it should be taken into account when planning the trip. The fare is for the round trip.

1.—**LAKES CALHOUN AND HARRIET.**—Como-Harriet electric cars west bound, past Loring Park, Thomas Lowry's residence, Lowry Hill, Sunnyside, Lake Calhoun, Lake-wood Cemetery to Lake Harriet pavilion. Time, one hour. Concerts at Lake Harriet every afternoon and evening during the summer. Fare, 10c.

On either lake launches may be taken for round trip tours. Every 45 minutes after 2:30 p. m. (every 1½ hours 7 a. m. to 2:30 p. m.), the "Three Lakes" or the "Maid of the Isles" leaves Lake St. Landing for the tour of Lake Calhoun, Lake of the Isles, and Cedar Lake. Fare between any two landings on any one of the lakes, 5 cents. Round trip of the three lakes, 11 miles—90 minutes—25 cents.

The "Harriet" leaves Main Dock (42nd St.) every hour (every 30 minutes after 4 p. m.) for the tour of Lake Harriet. Fare between any two landings, 5 cents. Round trip of the lake, 3.5 miles—25 minutes—10 cents.

2.—**MINNEHAHA FALLS.**—Minnehaha Falls car on 3rd St. via Minnehaha Av. to Park and Falls. Time, 1½ hours. This allows for a few minutes' view of the Falls. It is worth one's while to take an extra hour for a ramble down the

charming glen below the Falls and a look at the Soldiers' Home buildings and the Mississippi river gorge. Fare, 10c.

This excursion may be extended to Fort Snelling, about two miles beyond the falls.

3.—**WASHBURN PARK.**—Washburn Park & Columbia Heights on Marquette Av. to Washburn Park at 51st St. The Washburn Home and grounds, the view from the hills, and the Minnehaha Parkway and Creek, crossed by a long viaduct, are attractions. Time, 1½ hours. Fare, 10c.

4.—**RESERVOIR.**—The highest ground in the vicinity of Minneapolis is the hill on which stands the reservoir, just outside the limits northeast of the city. Washburn Park & Columbia Heights line going north and a three-quarters mile walk brings one to the reservoir. Time, 2 hours. Fare, 10c.

5.—**COMO PARK.**—Como is St. Paul's most beautiful park. Como-Harriet line going east on Hennepin, past state university, St. Anthony Park, the state agricultural college and experiment station, the state fair grounds, to Como. Time, 1½ hours. Fare, 20c.

6.—**ST. PAUL (To Summit Av.)**—Como-Harriet line through Como Park as in No. 5 remaining on car and entering St. Paul on Como Av. At Fifth and Wabasha Sts. transfer to the Selby line, walking one block south and take Selby Av. car to end of tunnel at top of hill, walk south to Summit Av., out Summit Av. to Dale St., thence north on Dale St. to Selby Av., take Selby-Lake car (west bound) to Minneapolis. Time, 3 hours. Fare, 20c.

7.—**ST. PAUL (To see Indian Mounds).**—Same as No. 6 to 7th and Wabasha Sts., St. Paul. Transfer to Maria Av. car, east bound, and ride to end of line at Indian



FIRST NATIONAL-SOO LINE BUILDING

Corner South Fifth Street
and Marquette Avenue

Conklin-Zonne-Loomis Co., Managers
520 First National-Soo Line Bldg.

Minneapolis Trust Company

Capital and Surplus \$1,400,000.00

Transacts a Trust and Agency Business only. Does not do a banking business. Acts as Executor, Administrator, Guardian and Trustee.



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Mounds and State Fish Hatchery. Return via same to 7th and Robert Sts., St. Paul; transfer to Minneapolis & St. Paul or Como-Harriet car for Minneapolis. Time, 4½ hours. Fare, 25c.

8.—WHITE BEAR LAKE.—Minneapolis and St. Paul or Como-Harriet line to 7th and Wabasha Sts., St. Paul, transfer to White Bear & Stillwater cars to Wildwood, on White Bear Lake, 12 miles north-east of St. Paul. Time, 4 hours. Fare, 40c.

9.—STILLWATER.—Same as No. 8, passing Wildwood and going through to Stillwater. Time on cars, 4 hours. If the state prison at Stillwater is visited, at least three hours should be allowed for the stop in the city. Fare, 70c.

10.—FORT SNELLING.—Snelling-Minnehaha cars past Minnehaha Falls to Fort Snelling, about two miles beyond the falls. Time, 2 hours. Fare, 10c.

11.—ST. PAUL VIA FORT SNELLING.—Same as 10 to Fort Snelling, continuing via West Seventh St. to Wabasha St., St. Paul; where transfer may be made to any St. Paul line or to any other interurban line to return to Minneapolis. Time, 3½ hours. Fare, 20c.

12.—MINNETONKA (To Excelsior and Tonka Bay).—Lake Minnetonka cars from Hennepin Av. and 6th St. out Hennepin Av. to 31st St. and via Lakes Calhoun and Harriet and village of Hopkins to Excelsior on south shore of Lake Minnetonka; time, 2 hours; and to Tonka Bay; time, 3 hours. Fare, 50 cents.

13.—MINNETONKA (To Deephaven).—Take Deephaven car from Hennepin Av. and 6th St., thence same as Excelsior line to Hopkins, thence by branch line to Deephaven on St. Louis Bay, east shore of Minnetonka. Time and fare same as to Excelsior.

14.—MINNETONKA (Other Lake points).—Steamers may be taken

at either Excelsior or Deephaven to all points on the lake. (SEE MINNETONKA.)

15.—NORTHFIELD, VIA SAVAGE and LAKE MARION.—Dan Patch line from 7th St. and 3rd Av. N. A beautiful ride through Richfield, Bloomington, the Minnesota River valley and past Lake Marion to Northfield. 45 miles. Time, 6½ hours. Fare, \$1.50.

All the foregoing excursions may be made upon electric lines. Many others may be planned; these are merely suggestions regarding the most interesting points. A complete list of the Minneapolis electric lines may be found under the heading STREET RAILWAYS, accompanied by a map of the interurban system.

For excursions by carriage, automobile, or on horseback see the subject DRIVES.

The railroads running out of the city offer scores of pleasant trips varying from a half-day excursion to a transcontinental journey. When half a day or more is to be spent Lake Minnetonka offers a choice of several excursions via the trains of the Great Northern and Minneapolis & St. Louis railways and the lake steamers. (See MINNETONKA.) For these and all rail excursions mentioned it is well to consult the railroad time cards as they are subject to frequent change. The Dalles of the St. Croix river may be visited in a day's trip and Duluth, Ashland and other Lake Superior points are to be seen in excursions of two or more days' duration according to the taste and time of the visitor. West and northwest of Minneapolis lies the famous Park Region of Minnesota, abounding in lakes and dotted with villages and tourist's hotels. Detailed information of the resources of this region are obtainable from the offices of the Great Northern, Northern Pacific and

Minneapolis, St. Paul & Sault Ste Marie railroads which penetrate it. The last mentioned road on its eastern division reaches numerous hunting and fishing resorts of Northern Wisconsin and Michigan, all within a few hours ride of Minneapolis.

Experiment Station, Agricultural. (See UNIVERSITY OF MINNESOTA.)

Exports and Imports. (See COMMERCE and CUSTOMS.)

Express Charges.—Rates for expressage and parcel delivery are regulated by city ordinance. The section applying to this subject is as follows:

Loads not exceeding 200 pounds within one-half mile, 25c.

Loads not exceeding 500 pounds weight, 50c. When the distance exceeds one mile, 25c for each additional mile.

Over 500 pounds, 50c for every additional 500 pounds or fraction thereof.

For hauling household furniture, \$1 per hour, with one or two horse trucks.

These prices are not adhered to by parcel delivery companies or expressmen, but any charge in excess is extortionate. The usual rate with the package delivery companies, for delivery of an ordinary sized trunk or smaller package within a mile and a half is 25c. Owners of single express wagons will want more and the omnibus company usually charges 50c for a trunk. (See PARCEL DELIVERY COMPANIES.)

Express Companies.—The express companies doing business over the railroads entering the city were consolidated July 1, 1917, under the name American Ry. Express Co., offices 619-21 Marquette Av.

Fairs.—The Minnesota State fair is held annually in September

at the grounds near Hamline, midway between Minneapolis and St. Paul. The Como-Harriet electric line runs past the grounds, and it is very convenient for fair visitors to stop in Minneapolis and thus be in easy reach of the fair, and the other sights of the Flour City.

(See STATE FAIR.)

Farmers and Mechanics Savings Bank Building.—One of the most complete and beautiful of the group of fine Minneapolis bank buildings. The structure was rebuilt in 1908, enlarged to a frontage of 75 feet on Fourth street and entirely remodelled within, giving it a banking room which for point of beauty and utility is scarcely equalled in the country. Marble walls and floors, artistic steel work and mahogany wood work contribute to the beauty of this banking room. where over 79,000 depositors are given accommodation. The building is No. 115 So. Fourth St. (See SAVINGS BANKS.)

Farm Machinery.—(See AGRICULTURAL IMPLEMENTS.)

Farview Park.—Farview Park is rich in the possession of natural advantages. It lies between 26th and 29th Aves. N., and Lyndale and 4th St. The contour of the park is rolling, and it is diversified with groves and lawns of much beauty. On the highest point near the center of the park is a stone observatory 30 feet high. Cedar & Camden electric line. (See PARK SYSTEM.)

Federal Reserve Bank.—Minneapolis is the location of one of the twelve regional banks provided for by the Federal reserve bank act approved Dec. 23, 1913. The selection was made after careful consideration and the demonstration of the fact that Minneapolis is the financial center of the great northwestern district—known as District No. 9 in

the organization of the Federal bank system embracing the states of Minnesota, North and South Dakota, Montana and portions of Wisconsin and Michigan. The quarters of the bank are on the main floor of the New York Life Bldg., 5th St. and 2nd Av. S. (See BANKS.)

Filtration Plant.—(See WATER-WORKS.)

Finances.—During the city's years of corporate existence, the finances of Minneapolis have been on the whole economically and prudently managed. Occasional errors in judgment and extravagance in certain lines of outlay there have been, but the city has never fallen into the hands of a "ring" originated for the purpose of robbing the taxpayers and enriching rascally officials. The city charter prohibits any floating indebtedness and the bonded debt can only be increased by a four-sevenths vote of the people and may never exceed ten per cent of the assessed valuation.

The assessed valuation of the city is \$287,482,499, and the bonded debt is now \$23,781,700, or less the amount in the sinking fund, \$21,167,417. The expenditures are about \$9,000,000 yearly. Minneapolis bonds always command a premium upon issue. (See GOVERNMENT.)

Fine Arts, Society of. (See MINNEAPOLIS SOC. OF FINE ARTS.)

Fire Department.—The fire department comprises about 450 men and about 145 horses, 24 steam engines, 19 hose wagons, 11 hook and ladder trucks, one water-tower, 10 hose carriages, 17 combination chemical and hose wagons, and eight emergency automobile chemical and hose wagons with picked crews, which cover a wide territory, responding to alarms at high speed. There are 432 fire alarm boxes, a large number in the central part of the city being keyless boxes. The head-

quarters of the department are in the Court House and City Hall building. There is a repair and machine shop in connection with the department, at 1st Av. N. E. and University Av. Here all repairs to the apparatus are made. The value of the fire department property is over \$1,000,000.

Fire Escapes.—A state law provides for the erection of fire escapes on all buildings of three stories or more, of a public nature or which are occupied at any time by a number of people either as employes, residents or guests.

Fire Insurance.—Rates of insurance are not excessive in Minneapolis owing to competition, low fire losses, a good fire department, the extension of water mains and an adequate supply. Detached dwelling house rates range from 30c per \$100 on brick and 40c per \$100 on frame, and up, according to exposures and other hazards. Rates on business buildings and merchandise vary too much to approximate maximum or minimum limits. The growth of the insurance business has been quite in keeping with the expansion of the city's interests.

Fire Limits.—Within prescribed limits surrounding the business center the construction or extensive repair of frame buildings is prohibited. This arrangement tends to build up the center of the city in a most substantial manner and materially lessens the danger from fire. In the immediate business center only absolutely fire-proof buildings (if more than one story high) may be erected.

First Baptist Church.—The largest church of the denomination in the Northwest and one of the most prominent in the country. Its building is at the corner of 10th St. and Harmon Pl. The church was organized in 1853 and originally occupied a chapel at 3rd St. and Nicollet Av., now the heart of

the business center. Rev. Dr. W. B. Riley is pastor.

First Congregational Church.—At the corner of 5th St. and 8th Av. S. E. The first church of the denomination organized in the city and state. The church was formed Nov. 16, 1851. The present edifice was erected at a cost of \$76,000 and was dedicated March 4, 1888. (Como-Harriet or the Oak & Harriet electric lines.)

First and Security National Bank.—Formed by the consolidation in 1915 of the First National Bank and the Security National Bank, both old established institutions of the city. The bank became the largest in the northwest and gives Minneapolis the distinction of having the twelfth bank in the United States in point of capitalization, sixteenth in deposits and the largest bank west of Chicago. The bank has a capital of \$5,000,000. It occupies the great banking room in the new First National-Soo Line Building (which see) and maintains in addition a savings department on the ground floor of the building. Closely affiliated with the bank is the Minneapolis Trust Company which occupies the banking room at 115 S. 5th St. adjoining the First National-Soo Line Building.

First National-Soo Line Building.—This building, completed early in 1915, is regarded as the most modern and best equipped office building in the Northwest. The building, including the ground lease, is valued at \$1,750,000. It is 19 stories above the street line and has three basements, and fronts 165 feet on Fifth St. and 99 feet on Marquette Av. The exterior of the structure is of granite and terra cotta, and the interior is finished in steel and white marble and bronze.

The First and Security National Bank occupies the main floor and parts of other floors and the "Soo" Line the upper seven stories.

The remainder of the building is leased to other office tenants.

The banking room, which is the largest and most complete in the west, is reached by a beautiful staircase, 30 feet wide, constructed of white Alabama marble. The bank floor is 175 by 100 feet and there are in addition two large galleries to be used for clerical purposes and the directors' room. The number of square feet of floor space in the bank and galleries is about 32,000.

The bank screen is made of solid ornamental bronze with Alabama marble panels, and the cage work is modeled after the best construction used in the most modern equipment for banks today. Daylight enters from four sides and in addition to the side-lighting there is an immense light-well. The general scheme is a severe classic style, plain, dignified and pleasing. The walls of the entire bank and galleries are lined with imported Tavernelle marble and the ceiling is ornamental, handsomely decorated in warm tones and highlighted in gold. The color scheme for the walls and ceiling is of a soft yellow. The floor of the public lobby is tiled with Alabama marble of the Belgian block dot design with an ornamental Greek fret border.

The officers' quarters are on the side nearest Second Ave. and are separated from the public lobby by a bronze and marble rail. The directors' room is in the gallery, easily reached by a private elevator or private stairs, and is finished in mahogany. The ladies' department is on the Marquette Av. side of the banking room, and is connected with the main bank lobby by a private hallway. The large space on the ground floor at the left of the main lobby is used by the clearing house, and the savings and foreign exchange departments. The desks throughout the clerical department are of solid steel. (See FIRST AND SECURITY

NATIONAL BANK, and MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.) Conklin-Zonne-Loomis Co., are managers of the building.

First Unitarian Church.—The building at 8th St. and Mary Pl. occupied by the first Unitarian Church is one of the most unique specimens of church architecture in the city. Within the building is as beautiful as upon the outside.

Fishing.—The lakes in the immediate vicinity of Minneapolis afford rather indifferent fishing, though a good string may sometimes be taken from lakes within the city limits. There is good fishing in the more secluded parts of Lake Minnetonka and on smaller lakes at distances of from 15 to 25 miles from the city. For more extensive trips the railroad ticket offices should be consulted for information. The game laws of Minnesota prohibit fishing during March and April and for bass until May 29th.

Flats, The. (See WEST SIDE FLATS.)

Flats. (See APARTMENT HOUSES.)

Florists.—Leading down town places are: Latham, 83 S. 10th St.; Swanson, 618 Nic.; L. S. Donadson & Co., 6th and Nic.; and Whitted, 34 S. 5th St., 932 Nicolet and Radisson Hotel.

Flour and Flour Mills.—Probably the strongest influence in giving Minneapolis a world wide fame has been her flour manufacturing industry. Minneapolis flour is known in corners of the globe where definite knowledge of any characteristic, or feature or condition of the town, except that it produces good flour, is altogether lacking. It is for this reason, if for no other, that Minneapolis finds the title of the Flour City particularly appropriate. Flour milling has always been the city's chief industry. The unparalleled water power of

St. Anthony's falls, together with the city's geographical position, have developed this industry from a clumsy mill of a few barrels capacity to a group of a score of great modern mills having a daily capacity of about 93,000 bbls.; and making Minneapolis the largest flour manufacturing city in the world. Since 1897 the annual output has exceeded 13,000,000 barrels. The influence of this enormous manufacturing business upon the general mercantile and commercial interests of the city has been profound. It has been the nucleus about which the other manufacturing and jobbing interests have centered. It has developed Minneapolis into a leading grain market of the country and the greatest primary wheat market in the world. Millions of dollars of capital have been attracted to the city to engage either in milling or grain dealing. Thousands of people are employed either directly or indirectly, in transacting business created by the milling industry. Railroads have been built to transport the manufactured product. The flour mills are clustered about the Falls of St. Anthony, all but four being on the west bank of the river and about six blocks from the business center. They are nearly all built of the lime stone which lies in vast ledges under the city. Architectural beauty has generally been subordinated to utility and substantial qualities. Nearly all the mills are now provided with steam power for use during low water or when repairs of the canals or sluice ways make it necessary to shut off the supply. The west side milling district is an interesting locality and will well repay a visit. The mills stand on either side of 1st St. which is floored or bridged to cover the canal which supplies the various mills with power. Railroad tracks on high trestles, bring the wheat

to the very doors of the mills, (the tracks run into the Washburn "A" mill) and the sacked or barrelled flour is loaded upon the cars with equal ease. A tour through one of the mills will trace the wheat through all its processes until it emerges as the finest of white flour. Permits for trips thru the Washburn mills may be obtained at the offices of the Washburn-Crosby Co., in the Chamber of Commerce Bldg. Visitors to the great Pillsbury "A" mill should obtain permits at the office of the company in the Metropolitan Life building.

All the mills are fitted with the latest modern roller process machinery. Some of the finest of the west side mills stand upon the ground once occupied by the old mills which were destroyed by the terrible flour dust explosion of 1878. Upon the new Washburn "A" mill is a stone tablet in memory of the 18 employees who lost their lives at that time.

About twenty-five years ago there developed a marked tendency to consolidation of milling interests. The first move was the formation of the Pillsbury-Washburn Flour Mills Company in 1889 to control the great properties of the firm of Chas. A. Pillsbury & Co., and others. English capitalists became largely interested in this deal. Early in 1891 five more mills joined forces under the name of The Northwestern Consolidated Milling Company. Later this company leased three mills which formerly belonged to the Minneapolis Flour Manufacturing Company. These various changes brought the great flour producers into the following groups:

FLOUR MILLS AND DAILY CAPACITY. Washburn-Crosby Co.

Daily Capacity	
A Mill.....	12,000
B Mill.....	3,000

C Mill.....	12,000
D Mill.....	2,500
E Mill.....	5,000
F Mill.....	600
G Mill.....	1,200
North Star	900
Rye Mill	2,500

39,700

Pillsbury Flour Mills Co.

Pillsbury A.....	13,500
Pillsbury B.....	4,500
Anchor	2,500
Palisade	3,200
Lincoln (at Anoka)	1,300
A South	3,000
Rye Mill	650

28,650

Northwestern Consolidated Milling Co.

A	3,400
B	2,700
C	2,500
D	2,700
E	2,200
F	3,200

16,700

Cataract; Barber Milling Co.....

Phoenix; Phoenix Mill Co.	800
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Dakota; National Milling Co.

Century Milling Co..	2,000
Russell-Miller Milling Co.	3,000

Nokomis; Yerca, Andrews & Thurston

Atkinson	1,000
Clarx Milling Co....	1,500
Fredman Milling Co.	100

The total capacity of the Minneapolis flour mills is about 95,000 barrels.

The mills employ about 2,000 men in the manufacturing departments. Following are the outputs and exports since 1890:

	Output, barrels.	Exports, barrels.
1890.....	6,988,830	2,107,125
1891.....	7,877,947	3,038,065
1892.....	9,750,470	3,337,205
1893.....	9,377,635	2,877,277
1894.....	9,400,535	2,370,756

1895.....	10,581,635	3,080,935
1896.....	12,874,890	3,717,265
1897.....	13,625,205	3,942,630
1898.....	14,232,595	3,994,395
1899.....	14,291,780	4,009,135
1900.....	15,082,725	4,702,485
1901.....	16,021,880	3,879,905
1902.....	16,260,105	3,410,405
1903.....	15,582,785	3,081,115
1904.....	13,652,735	1,741,120
1905.....	14,366,095	2,188,775
1906.....	13,825,795	2,425,035
1907.....	13,660,465	2,349,540
1908.....	13,694,895	2,121,255
1909.....	14,867,245	1,645,970
1910.....	15,375,760	1,323,650
1911.....	15,795,470	1,136,685
1912.....	17,031,935	1,132,640
1913.....	17,673,725	1,764,805
1914.....	17,769,280	1,873,930
1915.....	18,089,195	1,459,690
1916.....	18,541,650	1,410,970
1917.....	17,610,845	1,085,590

(See WATER POWER, GRAIN, etc.)

Flour Barrels. (See COOPERAGE.)

Flour City, The.—A popular sobriquet for Minneapolis, originating, of course, in her reputation as a milling center.

Fort Snelling.—In 1819 the United States government established a military post at the mouth of the Minnesota river. This subsequently became Fort Snelling and has been maintained ever since as a military station. The location is equidistant from Minneapolis and St. Paul. The old fort buildings and the modern barracks, supply buildings and quarters stand on a high bluff overlooking the gorge of the Mississippi and the valley of the Minnesota. It is a most picturesque site.

During the summer of 1917 the fort and reservation have been crowded with soldiers. Several regiments of the regular army and of the National Guard have been encamped most of the time and the Officers' Reserve Training Camp has brought thousands of volunteers to the fort for training. The Fort Snelling reservation comprises about 2,000 acres.

A pleasant way to visit the fort is by carriage, automobile or bi-

cycle via West River Drive and Minnehaha Falls and returning on the east side of the river or over the same route. Fort Snelling may be reached by the Snelling-Minnehaha electric line, and the falls and the fort may be visited in the course of a single excursion of a few hours.

Franklin Steele Square.—Between Portland and 5th Aves. S. and 16th and 17th Sts. It was presented to the city, by heirs of the late Franklin Steele. (See PARK SYSTEM.)

Freight Depots.—The freight depots of the various railways entering the city are situated as follows:

CHICAGO, BUR. & NORTHERN.—Cor. 4th Av. N. and 3rd St.

CHICAGO, MIL. & ST. P.—Cor. 3rd Av. S. and 2nd St.

CHICAGO, ROCK ID. & PAC.—Cor. 4th St. and 8th Av. S.

CHICAGO, ST. P., MPLS. & OMAHA.—Cor. 4th Av. N. and River St.

CHICAGO, GREAT WESTERN.—Bridge Square.

DAN PATCH AND LUCE ELECTRIC LINES—Holden St. and N. 9th St.

GREAT NORTHERN.—Cor. 4th Av. N. and Washington.

HENNEPIN AVENUE STATION, MINN. TRANSFER RY.—E. Hennepin Av. and Stinson Boul.

MINNEAPOLIS, ST. P. & SAULT STE. MARIE.—Cor. 5th Av. N. and 2d St.

MINNEAPOLIS & ST. LOUIS.—Cor. 4th Av. N. and 4th St.

NORTHERN PACIFIC.—Cor. 7th Av. N. and 1st St.

Fruit.—Minneapolis is one of the largest fruit markets in the west; in fact the largest, with the exception of Chicago. An enormous business has grown up in handling fruit on commission. The shipments come from the far South, California and foreign countries, and during the summer season from the surrounding states. The center of the fruit trade is 2nd Av. N. and 6th St.

Fuel.—Water transportation via the great lakes and the lumber sawing industry of the city have solved the fuel problem for Minneapolis. Anthracite coal is generally used for heating purposes. It is shipped by the lakes in summer. Soft coals are used in considerable quantities for generating steam and occasionally for domestic purposes. Mill wood and anthracite coal were long regarded as the most economical fuels for family kitchen use, but gas is growing more popular every year. (See Gas.)

Furnished Rooms.—The practice of renting furnished rooms is very common in Minneapolis. Cards announcing "furnished rooms" are displayed with as much nonchalance as was exhibited by the famous Mrs. Bardell and her preference for "single gentlemen," seems to have descended to the whole race of room renters. Almost any quality of accommodations may be secured in any locality in the city. Advertising in the "want" columns of the daily papers is a favorite, and perhaps the best way, of securing a lodger or a room. Prices range from \$5 to \$20 or more per month for single rooms, and indefinitely more for suites or apartments according to quality and location. Transient lodgers can find accommodations at any of the European plan hotels or the array of cheap lodging houses whose prices run all the way down to 10c per night.

The Young Men's Christian Association, 44 So. Tenth St., maintains a directory of several hundred rooming houses all of which have been personally inspected by one of their secretaries and found sanitary, morally wholesome and reasonable in price. This information is given free to all strangers.

Furniture.—The manufacture of furniture and its distribution from

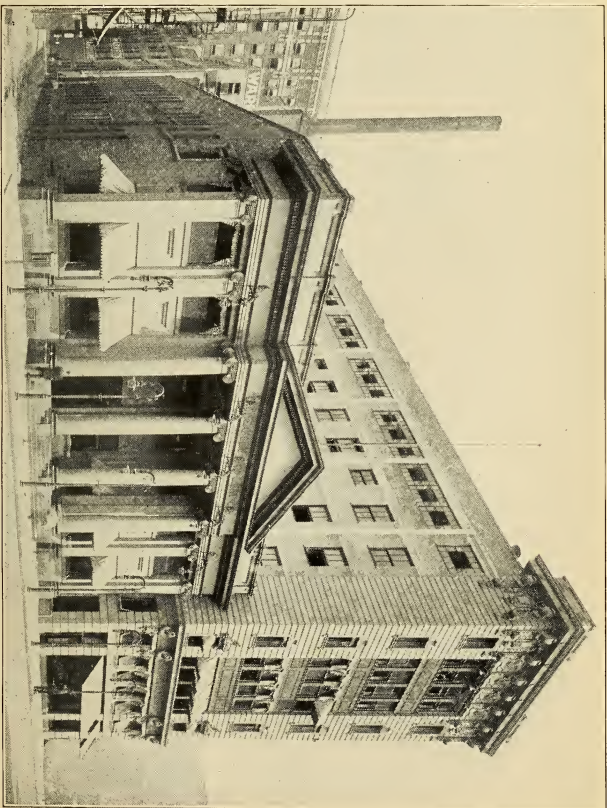
the factories and through jobbing houses, has become one of the most important industries of the city. Including factories in and about the city and wholesale houses, there are fully forty important concerns in the business and the annual sales reach five or six million dollars. Manufacturing includes the usual general lines of furniture as well as a number of concerns making special lines, such as iron and brass beds, bedding, wire mattresses, parlor furniture, desks, etc. Minneapolis is also the market for the product of several large factories at outside towns which keep their goods on sale here and ship large quantities here for distribution. The city is easily the most important furniture market west of Chicago and one of the leading furniture manufacturing cities of the country.

Garbage. (See ASHES.)

Garden Club.—The Garden Club of Minneapolis was organized in 1911 for the promotion of interest in gardening, especially in vacant lots. This idea has broadened until the purposes of the club include the direct social, hygienic and economic benefit to the individuals actually engaged in gardening under its direction, as well as the beautification of the city and the general interest of the people in home grounds improvement.

Gas.—Consumers of gas are supplied by the Minneapolis Gas Light Company; a corporation having the exclusive right to lay gas mains in the streets of the city.

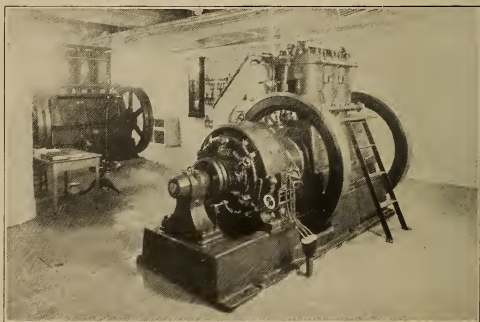
When it is desired to have premises connected with the gas mains, the owner of the property or his agent must make application in writing at the office of the Gas Company. The Gas Light Company taps the main, lays the pipe from thence into the building, puts in the necessary stop cock and



GENERAL OFFICE BUILDING OF THE MINNEAPOLIS GAS LIGHT COMPANY
16, 18, 20 and 22 South Seventh Street



SALESROOM OF THE MINNEAPOLIS GAS LIGHT COMPANY



POWER PLANT IN THE OFFICE AND SALES BUILDING
OF THE

MINNEAPOLIS GAS LIGHT COMPANY

GAS ENGINES OF 150 HORSE POWER

supplies the meter and connections. As no charge is made for this, except for a distance beyond 30 feet from the lot line, the pipes, etc., remain the property of the Company and must not be disturbed, disconnected or removed without permission. When gas is desired to be used, the party who is to become responsible for the payment of the bills must make application in writing at the office of the Company, upon blanks provided for the purpose. The Gas Light Company owns all meters and they are never sold, but loaned to consumers. When the gas meter is placed, no person other than an employe of the Company is permitted to remove or detach it. All meters are thoroughly inspected and their accuracy proved before being placed in use. Every meter is periodically examined and tested for accuracy. Consumers should learn to read their meters. They can then compare the readings with their gas bills as presented monthly. Full instructions for reading meters and the management of gas both for illumination and fuel, may be had at the office of the Company. The Company also keeps a large stock of gas ranges, heaters, lamps, burners and various accessories for the benefit of its patrons.

Pre-payment meters are supplied to consumers by the Gas Company when desired. The gas is sold and delivered through these meters at the net selling price and the monthly presentation of gas bills becomes unnecessary. The Company erected in 1903 a handsome office building at 16, 18 and 20 S. Seventh St., but in seven years these quarters were outgrown and in 1912 a modern seven story office building was completed adjoining the older structure. The two buildings, which are connected, give the company adequate facilities and together form perhaps the most complete offices and

salesrooms in the country for this line of business.

In the older building are the bookkeepers and cashiers—everything connected with the sale of gas. Here the accounts with customers are kept and bills are paid.

The newer building is principally devoted to new business offices and salesrooms for gas appliances. This building is of concrete, fireproof construction and is elaborately decorated, and so arranged as to display all modern possibilities in the use of gas to the best advantage. The first floor is in fact a display room rather than a sales room. On the mezzanine floor is a beautiful rest room for ladies and a complete six room flat arranged so as to show the use of gas and modern gas appliances in every room of a modern dwelling. In the basement is the salesroom for gas ranges, heaters and industrial fuel appliances. An electric plant of 150 horse power capacity is in operation in the basement and supplies the electrical service for the entire building. Gas engines are used for operating the electric plant.

The third floor is devoted to the offices of the President, Vice President, Directors' room, etc., and the fourth floor to the new business, Auditor's office, library, rest room, dining room, kitchen, advertising, etc. The upper floors are used for storage and repair shops.

Altogether the building is a model of its kind and every detail has been so thoroughly thought of that the place is one well worth visiting.

The Company has about 550 miles of pipes laid in the city streets and about 85,000 consumers. Its works are situated at the foot of 14th Av. S., where they cover several acres. Visitors are allowed to inspect them and may

secure permits upon application at the general office.

Gateway, The.—The triangular space bounded by Nicollet, Hennepin and Washington Avenues forming a vista from the Great Northern passenger station, where a majority of the visitors in the city arrive. A portion of the ground is parked, and fronting on Washington Av. is the Gateway Building for the convenience of the public, erected at a cost of about \$90,000. The main building is flanked by colonnades between which will be placed a beautiful fountain, the gift of Mr. El. J. Phelps. At the ends of the colonnades are drinking fountains presented by the Daughters of Veterans. It is hoped that The Gateway will be surrounded in time by buildings of character and dignity and become in fact a civic center.

A flag pole 108 feet high (the gift of Monument Chapter, Daughters of the American Revolution), was erected in the park on July 4, 1917. (See Park System.)

Gethsemane Episcopal Church.

—This Church was organized in 1856 and was for many years in charge of the late Bishop David B. Knickerbacker. The present church edifice at the corner of 4th Av. S. and 9th St. was erected about thirty years ago.

Glen Lake Farm School.—A farm home for delinquent boys, maintained by the county, comprises 150 acres on the Eden Prairie road near Glen Lake Station on Minnetonka Electric line. The school is under the jurisdiction of Judge E. F. Waite, of the Juvenile Court, co-operating with the county commissioners. D. C. MacKenzie is superintendent.

Glenwood-Camden Parkway.—A part of the "Grand Rounds," extending from Glenwood Park, 19th Av. N. to Camden Park via west city limits and 45th Av. N. The driveway is under construction in

1917. When completed it will be one of the most beautiful sections of the park and parkway system surrounding the city. (See PARK SYSTEM.)

Glenwood Park extends from 16th Av. N. south almost to Cedar lake, is irregular in shape, and its surface is greatly diversified. Within its boundaries are some of the highest points of land in Hennepin county, and hidden among these hills lie three beautiful sheets of water, one covering an area of about six acres; another, Glenwood lake, of 38 acres, and Brownie lake of 18 acres. The park contains about 560 acres. Western Av. & 2d St. line to Western Av. terminus; walk 1 mile. (See PARK SYSTEM.)

Government.—Powers of administration of municipal affairs are vested in a mayor, council and several "boards." The duties of the latter relate of course to the various departments such as schools, parks, library, etc., and they act independently of the council. The mayor has little direct appointive power. His largest power in any one direction is in the police department, of which he is virtually head. Mayor, comptroller, treasurer and the members of the city council are elected directly by the vote of the people. The council which is composed of two aldermen from each ward, appoints a city clerk, engineer, attorney, health officer, chief of fire department, supervisor of water works and most of the minor officers. The council also has power to issue bonds, to appropriate funds for various uses, to order and direct all public works, license and restrict liquor traffic and generally to look after the maintenance of good order in the city. Ordinances may be passed over the mayor's veto by a two-thirds vote. The city engineer has general charge of the

sewers, bridges, construction of water works, and the direction and supervision of street and sidewalk improvements. The president of the council appoints biennially, committees on health, sewers, streets, bridges, gas, fire department, ordinances, ways and means, etc., whose business it is to consider all matters pertaining to these subjects and recommend action on the part of the council.

CIVIL SERVICE.—By legislative enactment in 1913 civil service was introduced, the provisions of the law affecting nearly all of the city employes except teachers.

BOARDS.—The Library Board consists of the mayor, president of the board of education, president of the state university and six members elected by two's at the regular city elections for terms of six years. This board has full power to perform all acts necessary to the establishment and maintenance of public libraries, reading rooms, art galleries, etc. The school board consists of seven members elected by the people for six-year terms. This board has entire control of the public schools. More extensive powers are vested in the park board. It may condemn land for public parks, assess the cost upon benefitted property, enter upon entire control of streets (with consent of the council) and issue bonds for park purposes. The city treasurer is custodian of the funds of all these boards and the city comptroller must sign all warrants. Maximum limits for the tax for every fund are established by charter and the board of tax levy reduces the figures as much as possible. Embraced in the membership of the board of health are the mayor, committee on health and hospitals of the city council and a health officer appointed by the council.

An account of the functions of

the municipal court will be found under that head. The city council attends to the supervision of buildings, plumbing, street lighting, meats and food, weights and measures through inspectors and superintendents. A board of charities and corrections looks after the poor, the city hospital and the workhouse. (See CITY OFFICIALS.)

Government Building. (See POST OFFICE AND FEDERAL BUILDING.)

Government Locks and Dams.—The U. S. government has under development a system of slack water navigation which will make the Mississippi river easily navigable, at all stages of water, to the landing at Minneapolis. A great dam and lock (with a lift of 30 feet) have been built near Minnehaha Park, creating a pool extending to the head of navigation at the foot of South Washington Av. Here municipal terminals are being constructed. (See Navigation.)

Grain Inspection.—The official inspection of all grain arriving in Minneapolis is made by the deputies of the state grain inspector. These men visit the railroad yards each morning, take samples of newly arrived bulk grain, and prepare certificates of inspection and grade for the consignees. For this service a fee of 25c per car load is charged and the same rate is authorized on grain loaded out of an elevator. Sampling is done by means of pointed and closed tubes about four feet long with a cavity near the lower end which may be opened when thrust deep into the bulk grain, thus securing a sample from the bottom of the car, and preventing the possibility of fraud. Scales are also provided for weighing the samples and thus determining the weight per bushel. Much the larger part of the inspectors' work is, of course, in wheat. Great care and good judg-

ment are necessary to make just inspection on the endless variety of wheat received. The established grades are No. 1 Hard Spring Wheat, No. 1 Northern Spring Wheat, No. 2 Northern Spring Wheat, No. 3 Spring Wheat, No. 4 Spring Wheat, Rejected Spring Wheat, three grades of White Winter Wheat, four grades of Hard Winter Wheat, three grades of Red Winter Wheat, and four grades of Durum Wheat.

Grain Trade.—Minneapolis is the grain market of the Northwest. Her water power and flour mills early attracted the scattered produce of Minnesota and Dakota in frontier days, and with the gigantic development of both agricultural and milling interests in the past two decades, their relative positions have been maintained. Wheat is the chief cereal product of Minnesota and the Dakotas and it is of course, the leading article of merchandise in the grain trade. Other cereals are handled in great quantities; but wheat so far eclipses them as to make their really creditable bulk appear insignificant. No. 1 hard wheat and Minneapolis flour ground therefrom have a reputation around the world. The business of handling the vast bulk of wheat, amounting to about ninety millions of bushels in a year, is one of the most important elements in the city's prosperity. It employs an enormous capital and an army of men, not only in the offices of the commission merchants, and elevator companies in the city, but in the hundreds of elevators along the diverging lines of railway. The details of the grain trade are very interesting. Every railroad station through Minnesota and the Dakotas has its elevator or grain warehouse. Some of these were built by private parties, others by the rail-

roads to accommodate traffic, and many by corporations or "elevator companies" having headquarters in Minneapolis. From these local elevators the farmers ship to commission firms in the city or sell direct to the agents of the grain dealers.

"Nearly all the money paid for grain in the interior is sent from this city by the elevator companies and to their agents in the country. Thus, Minneapolis is not only the market to which the grain is shipped, and where it is sold, but the financial center from which the money is sent out to purchase and move the grain crops of the Northwest."

When the wheat arrives in the city it must ordinarily be stored soon after inspection. (See GRAIN INSPECTION.) To accommodate the vast quantity often received in a very short space of time, a very large elevator capacity is required. (See ELEVATORS.) The weekly receipts are frequently several million bushels when the new crop is moving and at that season, October and November, the grain trade is at its liveliest. The rush of wheat to the city is sometimes so great that the railroad yards are blockaded and enough cars to handle the wheat can not be obtained. The millers buy either "on track," or in storage, from the commission men or elevator lines; but many of them control elevator lines of their own and buy direct from the producers. Millers are also largely interested in the great storage elevators in Minneapolis. The commission men receive one cent per bushel for receiving and selling wheat, barley and rye; and $\frac{3}{4}$ c for corn and oats. In lots of 5,000 bu. or more a uniform rate of $\frac{1}{2}$ c per bushel is charged for buying and shipping, the receiving commission being charged for lesser amounts.

Minneapolis is the largest primary wheat market in the world.

The following comparative table shows the receipts last year at the principal primary points:

	Bushels.
Minneapolis	101,021,250
Duluth	30,576,769
New York	78,217,300
Chicago	31,751,000
Kansas City	36,954,900

The flour mills formerly consumed nearly all of the wheat received in the city. More recently a shipping demand has arisen and now Minneapolis supplies hundreds of millers in the neighboring states, and as far east as Indiana and Ohio. The shipments last year were 33,000,000 bushels.

The entire receipts of grain in Minneapolis for the year 1917 were 234,244,890 bu. In this was included 8,892,200 bu. of flax seed, a large part of which was made into linseed oil at Minneapolis, this being the principal manufacturing point in the country for that article. Minneapolis is also the leading market in the country for barley and received over 37,000,000 bu. last year. (See FLOUR AND FLOUR MILLS AND ELEVATORS.)

Great Northern Passenger Station.—The larger part of the passenger traffic of the city is handled at the Great Northern Passenger station, at the foot of Hennepin and Nicollet Aves. This completely modern station was begun in 1912 and opened for traffic early in 1914 taking the place of the old "union station" built in 1884. The exterior of the building gives little idea of the commodious interior arrangements. The main waiting room is 62 by 155 feet in size with an adjoining train concourse 252 feet in length. From the concourse passengers descend by elevator or stairway to the train platforms, each platform being provided with its own separate means of entrance and doing away entirely with the crossing of tracks in the train sheds. Baggage is han-

dled on electric motor trucks with rubber-tired wheels from the main baggage room along a gallery to the far end of the train sheds where it is lowered to the platforms by electric elevators and landed within a few feet of the baggage cars of out-going trains. Passengers see little of the handling of baggage which is such a nuisance in many stations. A complete power station furnishes light and heat for the entire passenger terminal with power for a washed air ventilating system, vacuum cleaning plant, etc. The ticket offices are models of convenience, and centrally and conspicuously located. A large and fully equipped information booth stands in plain view. Off from the central waiting-room are men's smoking rooms, women's rooms, telegraph offices, telephone booths, news stands and cab stands. Upstairs, easily accessible by stairway and elevator, are lunch and dining-rooms. The cost of the station alone was approximately a million dollars. All street car lines pass or transfer to the depot and it is within a few blocks of the leading hotels. Trains of the following railroads arrive and depart from this station:

Great Northern; Chicago, St. Paul, Minneapolis & Omaha (Northwestern Line); Burlington; Northern Pacific, Great Western.

Opposite the passenger station but operated as a part of it, is a terminal building for handling U. S. mail and express matter.

Growth. (See POPULATION.)

Guaranty Building.—(See METROPOLITAN LIFE BUILDING.)

Guide Books.—In addition to maps and guides of a local character The Hudson Publishing Co., 404 Kasota Bldg., corner Hennepin and 4th St., carries all kinds of automobile guides and maps, guides to the principal cities of

the country, maps of foreign countries, etc.

Hack Fares.—Always have a distinct understanding with a hack or cab driver before entering the vehicle. The legal rates are clearly defined in the following condensation from the city ordinance:

One passenger not exceeding 1 mile, 50 cents.

Over 1 mile and not exceeding $1\frac{1}{2}$ miles, 75 cents.

Over $1\frac{1}{2}$ miles and not exceeding 2 miles, \$1.

Each mile or fraction over 2 miles, 25 cents.

Each additional passenger of same party, without regard to distance, 50 cents.

Children between 5 and 14, half price; under 5 years, no charge.

Use of carriage by hour, with one or more passengers, with privilege of going from place to place, and stopping as often as may be required:

First hour, \$1.50. For each additional hour or part of an hour, \$1.

(See LIVERY and TAXICABS.)

Halls.—Minneapolis is well supplied with public halls.

For large summer gatherings the AMPHITHEATER at the State Fair grounds is available. It will hold 25,000 people.

A magnificent AUDITORIUM was erected during 1904 by the Northwestern National Life Insurance Company of Minneapolis, at the corner of Nicollet Av. and 11th St. It is fire-proof and seats about 2,500 people. (See AUDITORIUM.)

The AUDITORIUM ANNEX, on the fourth floor of the building, is an excellent hall of 450 seating capacity.

MASONIC TEMPLE HALL in the temple at the corner of 6th St. and Hennepin Av. will seat perhaps 900.

The new ARMORY of the National Guard has a large floor space and is used for gatherings for which it may be suitable. Kenwood Parkway near Lyndale.

The ASSEMBLY ROOM at the city hall will accommodate a gathering of about 500.

At the HANDICRAFT GUILD BLDG., 89 S. 10th St., there is a beautiful

small assembly room, seating 350 people.

The Y. M. C. A. BLDG., 10th St. and Mary Place, has a hall which seats 600 people.

There is an excellent hall at the MINNEAPOLIS SCHOOL OF MUSIC BLDG. on 8th St. at Mary Place, which is used for concerts and select gatherings.

Hamline University.—Established in 1854 by the Methodist denomination. The buildings are at Hamline, midway between St. Paul and Minneapolis. The school is for both sexes. Rev. Dr. S. F. Kerfoot is president. The college has always received liberal support from Minneapolis. (Minneapolis & St. Paul electric cars.)

Hardware.—Minneapolis has an extensive jobbing trade in hardware, this being one of the lines in which the city leads in the northwest. Prominent retail stores are W. K. Morison & Co., 15 S. 7th St.; Warner Hardware Co., 13 S. 6th St.; Gardner Hardware Co., 304 Hennepin av.

Health.—Minneapolis is regarded as one of the healthiest cities in the country. The climate is exceptionally favorable to those threatened with lung troubles. A careful sanitary regulation is removing such objectionable features as are often dangerous in newer cities and public opinion supports the city government in the extension of sanitary measures. There is an elaborate sewer system and an abundant water supply. The death rate in 1916 was 12.41 in a thousand. (See HEALTH DEPARTMENT, VITAL STATISTICS, HOSPITALS, etc., etc.)

Health Department.—The Department of Health consists of the mayor, the committee on health and hospitals of the city council, and the health commissioner who is elected by the city council. It is an executive body, with power to enforce all laws pertaining to

matters of sanitation and health, and the health commissioner is the representative official in all such action. It enforces a number of ordinances and state laws, and is also guided by some rules and regulations issued for the direction of its inspectors and for the guidance of the public. It has more than forty employes, who are at work upon milk inspection, food inspection, nuisance inspections of various kinds, contagious disease inspections, the recording of deaths, burials and births, and various other subjects which have to do with the health of the community. The inspectors are to keep the city clean, to exclude refuse from the alleys, to abate the practice of throwing waste material upon the surface of the soil, and order the regular cleansing of vaults and cesspools. Owners, as well as tenants, are held responsible for nuisances and unsanitary conditions, and are liable to fine if notices from the health department requiring abatement are not heeded. The department has five nurses constantly at work in the care of tubercular disease and has also recently taken up hotel inspection. The office of the board is on the fourth floor of the city hall. (See Vital Statistics.)

Hebrew Synagogues.—The synagogues of the Hebrews of Minneapolis are as follows:

ADATH YESHRUM (ORTHODOX).—9th St. bet. 11th and 12th Aves. S.

ANSHEITAVRIG (ORTHODOX).—601 N. 4th St.

AGHIDAS ACKIM (ORTHODOX).—1820 17th Av. S.

BNAI AARON (ORTHODOX).—Cor. Aldrich and 8th Aves. N.

KENNESSETH ISRAEL (ORTHODOX).—Lyndale Av., bet. 5th and 6th Aves. N.

MIKRO KOWDESH (ORTHODOX).—Oak Lake and 8th Av. N.

NACHLAS ISRAEL (ORTHODOX).—Cor. Colfax and 35th Aves. N.

ROUMANIAN (ORTHODOX).—314 15th Av. S.

TEMPLE SHAARI TOV (REFORMED).—Cor. 5th Av. S. and 10th St.

High Dam.—(See GOVERNMENT LOCKS AND DAMS.)

Height of Buildings.—Court House tower to top of flagstaff, 400 feet; Metropolitan Life building to top of tower, 218 feet; New York Life building, 140 feet; Lumber Exchange, 137 feet; West Hotel, 128 feet; new Donaldson building, 150 feet; Andrus building, 141 feet; Security Bank building, 136 feet; International Stock Food Co. building tower, 240 feet; Washburn "C" elevator, highest building in milling district, 200 feet; Hotel Radisson, 200 feet, First National-Soo Line Bldg., 250 feet.

Hennepin Avenue.—One of the main thoroughfares of the city. Its course is southwest from the Mississippi river, where it joins Nicollet Av., to 28th St. where it turns due south. From the river to 10th St. it is 100 feet wide. From Lyndale Av. to Lake St. it is known as Hennepin Boulevard. Among its prominent buildings are the West hotel, Masonic Temple, Andrews hotel, Public Library, Lumber Exchange, Boston Blk., Temple Court, Plymouth Bldg., and Nicollet House.

EAST HENNEPIN AVENUE, recently created from parts of Central Av. and Division St., extends from the river opposite the foot of Hennepin Av., northeast and east to the city limits. It will become, ultimately a part of a new interurban thoroughfare.

Hennepin Ave. M. E. Church.—In 1875 Hennepin Avenue Methodist Church was organized with about ninety members. The first house of worship was a frame tabernacle at the corner of First Av. N. and Eighth St. and it was not until 1882 that the familiar structure at the corner of Hennepin Av. and Tenth St. was erected. In 1911 the church purchased a site at Lyndale and Grove-land Aves. where the present church building was completed in October, 1916.

The new building is said to be the finest Methodist church in the world and one of the most complete church "plants" in the country. It is quite irregular in ground plan but the greatest length is 220 feet while the height to the top of the spire is 250 feet. The architecture is English Gothic. Indiana limestone is used in the exterior walls, while the walls and ceiling of the main auditorium, which seats 1,600, are lined with a tile having sound-absorbing qualities which serve to improve the acoustics. This main auditorium is octagonal in form and so arranged that no pillar obstructs a view of the pulpit from any part of the room. The pews and wood finish are of white oak.

The great organ, the gift of Mr. Russell M. Bennett, is regarded as one of the finest in America. It has five manuals, 5,000 pipes, and has an echo organ in the dome, 200 feet distant.

Beneath the auditorium is a hall for social gatherings and in the adjoining guild hall are all the adjuncts of a modern church "plant"—kitchens, gymnasium, offices, study rooms, class rooms, in fact, everything needed for the convenience of the many and diverse activities of the church. The cost of the building with site and equipment was over \$500,000.

An art gallery composed of famous and valuable paintings, including biblical and religious subjects, has been presented to the church by Mr. Thomas B. Walker one of its most prominent members.

Rev. Charles Wesley Burns is pastor.

Hennepin County.—Minneapolis is the county seat and the only municipality of importance, in Hennepin county. The county takes its name from Father Hennepin, the explorer who discovered the Falls of St. Anthony in 1680. Hennepin county was organized

under an act of the territorial legislature in 1852. Its length from north to south is about 32 miles and from east to west 38 miles. The county is extremely irregular in boundary. Its surface is rolling and is diversified by about 100 lakes, including the famous Minnetonka.

Hennepin Island.—An irregular mass of rock and debris lying in the Mississippi river at the Falls. It separates the east channel and water power from the west, or main channel, of the river. It was formerly crowded with mills.

High License. (See SALOONS.)

High Schools. — (See PUBLIC SCHOOLS.)

Historical.—In 1805 Lieut. Z. W. Pike obtained from the Sioux Indians for the United States government, a grant of land about St. Anthony Falls. This became a military reservation and was not open for settlement. In 1838 the territory on the east bank of the Mississippi was thrown open and Franklin Steele established the first claim and became the founder of the village of St. Anthony which afterwards became part of Minneapolis. Mr. Steele established the first saw mill in 1848. The new town grew rapidly but was confined to the east bank of the river. The late Col. John H. Stevens, another pioneer, obtained, in 1849, permission to take up a farm on the west side. Within a few years the new settlement was larger than St. Anthony. It received the name of Minneapolis, which is a compound of the Dakota "minne" (water) and the Greek "polis" (city). From 1855 Minneapolis grew marvelously. The development of the lumber and flour industries, stimulated by the inexhaustible water power brought in thousands of settlers. Railroad building was carried on actively after the war and in a few years

Minneapolis found herself the distributing point for one of the richest farming countries in the world. In 1867 a city government was chartered and in 1872 St. Anthony was annexed. (See POPULATION.)

Holidays.—In Minnesota the usual holidays are: Sunday, New Years Day, Lincoln's Birthday (Feb. 12), Washington's Birthday (Feb. 22), Good Friday, Memorial Day (May 30), Independence Day (July 4), Labor Day, Election Day (general), Thanksgiving Day and Christmas Day. On these days the public offices and banks are closed.

Holy Rosary Catholic Church.—Was founded in 1878. Its fine building at 18th Av. S. and E. 24th St. was completed in 1888 at a cost (including the grounds and adjoining convent) of over \$200,000. Rev. J. D. Fowler is pastor.

Hopkins.—A village southwest of the city on the Minneapolis & St. Louis Ry. H. & D. division of the C., M. & St. P. Ry., and the Great Northern Ry. Como-Hopkins, and Lake Minnetonka lines. (See ST. LOUIS PARK.)

Horticultural Society, The State.—An organization for the promotion of horticulture. A state institution; the meetings are usually held in Minneapolis. A. W. Latham, secretary. Kasota Bldg., Cor. 4th St. and Hennepin Av.

Hospitals and Dispensaries.—In the absence, in early years, of any hospital under municipal management private hospitals flourished and reached a peculiar degree of efficiency. Several have buildings specially adapted to their use, and the medical treatment and attention is usually of the best. Following is a list of the principal institutions of this class:

ASBURY METHODIST HOSPITAL AND REBECCA DEACONESS HOME.—9th St. and Elliott Av. General.

BETHANY HOME.—3719 S. Bryant Av. For unfortunate women and their infants. Charitable.

CITY HOSPITAL.—5th St. and 7th Av. S. Public.

ELLIOTT MEMORIAL HOSPITAL.—University of Minnesota.

HOPEWELL SANITARIUM.—Camden Place. Conducted by the city for early cases of tuberculosis.

LYMANHURST.—For children and babies, Chicago & Columbus Aves. and 18th St.

MATERNITY HOSPITAL.—2201 Western Av. For women during confinement.

NORTHWESTERN HOSPITAL.—2627 Chicago Av. For women and children. Has a handsome brick building erected for the purpose. Maintains a Nurses' Training School.

NORWEGIAN LUTHERAN DEACONESS HOSPITAL.—15th Av. S. and 24th St. General.

QUARANTINE HOSPITAL.—Near Lake Calhoun. For contagious diseases.

ST. MARY'S HOSPITAL.—2416 S. 6th St. General. Under the management of Catholic Sisterhood of St. Joseph.

ST. BARNABAS HOSPITAL.—901 S. 6th St. Receives all classes of patients. Under management of Episcopal denomination.

SWEDISH HOSPITAL.—723 10th Av. S. General.

THOMAS MEMORIAL HOSPITAL.—Riverside and 22nd Av. S. For advanced consumptive cases. Under management of United Norwegian Church.

UNIVERSITY FREE DISPENSARY.—Regular and Homeopathic. 1308-10 S. Washington Av.

VISITING NURSE CHILDREN'S CAMP.—(Conducted by the Visiting Nurse Assn.)—Glenwood Park. For tuberculous children.

WELLS MEMORIAL HOUSE FREE DISPENSARY.—116 N 11th St.

(See also BENEVOLENT SOCIETIES AND INSTITUTIONS.)

Hotels.—Minneapolis is well provided with hotel accommodations. The city is equal to the task of entertaining enormous gatherings such as assemble during great conventions or at the time of the

state fair or other public attractions. The Radisson hotel, completed in 1909, is one of the finest hotels in the country and the great West hotel has been for years famed throughout the land. (See under separate headings.) Hotel accommodations range through a list of half a dozen or more finely kept hostelrys and many of medium grade to the cheaper houses which abound in the vicinity of the railroad depots. The European plan prevails. Prices at the better class of hotels vary from \$1 to \$3 per day as a minimum with an upward range for extra accommodations reaching \$5 per day and sometimes more if the very best the house affords is wanted. When one expects to remain several weeks or months much better terms may be secured and should always be bargained for in advance. Several hotels slightly removed from the business center derive a large share of their business from regular boarders; still others farther out make hardly a pretense of receiving transient guests. These are classed as family hotels. The leading hotels are the West, Nicollet, Vendome, Rogers, Radisson, Plaza, Dyckman, Leamington and Andrews. Following is a list of the principal hotels in the city with location:

ALLEN.—Cor. 2d Av. S. and 3d St.

ANDREWS.—Cor. Hennepin Av. and 4th St.

BEAUFORT.—112-16 S. 3rd St.

BELLEVIEW.—1227 Hennepin.
BERKELEY.—Cor. Marquette Av. and 13th St.

CAMFIELD.—Marquette Av. and 8th St.

CLINTON.—Cor. 4th Av. S. and Grant St.

COMMERCIAL.—1 Central Av.

DYCKMAN.—6th St. near Nicollet.

ELGIN.—806-10 Hennepin Av.

EMPRESS.—7th St., 2nd to 3rd Av. N.

FRENCH.—43 Central Av.

GLENWOOD.—9 N. Washington Av.

GOLDEN WEST.—301 S. Washington Av.

HAMPSHIRE ARMS.—Cor. 4th Av. and 9th St.

HASTINGS.—Cor. 12th and Hawthorn.

LANDOUR.—820 Nicollet Av.

LEAMINGTON.—3d Av. S. from 10th to 11th St.

MAJESTIC.—10 S. 7th St.

MARYLAND.—Vine Pl. and Grant St.

NATIONAL.—205 S. Washington Av.

NEW ALBION.—711 Nicollet.

NICOLLET.—Hennepin, Washington and Nicollet Aves.

PAULY.—Cor. Nicollet Av. and High St.

PLAZA.—Hennepin and Kenwood Parkway.

RADISSON.—7th St., near Nicollet.

RICHMOND.—826 Nicollet Av.

ROGERS.—Cor. Nicollet Av. and 4th St.

RUSSELL.—14-16 S. 4th St.

SAN ANGELO.—1221 Nicollet Av.

SOUTHERN.—822 4th Av. S.

ST. JAMES.—12 N. 2nd St.

STRAND.—Cor. Washington and 2nd Av. S.

STRATFORD.—Nicollet and 12th St.

SUMMERS.—4th Av. and 10th St.

VAN EYCK.—1224 Nicollet Av.

VENDOME.—11 to 21 S. 4th St.

WAVERLY.—1107-1111 Harmon Pl.

WEST.—Cor. Hennepin Av. and 5th St.

WINDOM.—119 Univ. Av. S. E.

WILLISTON.—5th Av. S. and 10th St.

WOMANS.—122 Hennepin Av.

House Moving.—The house moving business is a recognized occupation and sometimes furnishes employment for a considerable number of men. A municipal ordinance prohibits the removal of a house from one point to another within the fire limits, and other wholesome restrictions are imposed. (See FIRE LIMITS.)

Ice Yachting.—This is a favorite amusement during the winter and at Minnetonka, Lake Calhoun, White Bear and other lakes near the city many fine ice yachts are owned. The Minnetonka Yacht Club has a club house at St. Louis Bay, and is a well established organization.

Improvement Associations.—Neighborhood organizations are maintained in many parts of the city with the object of securing local public improvements and maintaining a high standard in the upkeep of private property. The Minneapolis Joint Improvement Association is a central body through which all the local associations act together in matters of interest to the whole city.

Improvement League.—See MINNEAPOLIS IMPROVEMENT LEAGUE.)

Industrial Education.—Manual training work is carried on at the high schools. The rooms are fitted with benches, tools and apparatus necessary for instruction and practice in the departments of cabinet work, carving and metal work. The work is in the main simple and elementary, but pupils are advanced rapidly, when they show proficiency, and many very creditable and remarkable specimens of work are the result. In carpentry, cabinet making and wood carving the Minneapolis manual training schools lead the country. Boys frequently leave the workshops of the schools to engage in mechanical employment at good wages. On the other hand, the College of Engineering and Architecture (see UNIVERSITY OF MINNESOTA.) offers to boys an opportunity for higher and more complete technical education. (See PUBLIC SCHOOLS, HANDICRAFT GUILD and DUNWOODY INSTITUTE.)

Infirmaries.—(See HOSPITALS and ASYLUMS.)

Information Bureaus.—The Northwestern Information Bureau, 404 Kasota building, where this "Dictionary" is published, answers all questions regarding Minneapolis and the Northwest (letters should enclose postage) and undertakes special investigations. The Northwestern National Bank, 407-13 Marquette Av., maintains a free information bureau in its main lobby where questions are answered, not only regarding banking matters, but on every other subject connected with Minneapolis and the Northwest. During state fair week an information bureau for strangers is maintained near the railroad depots.

The Young Men's Christian Association at 44 So. Tenth St., is headquarters for all sorts of information of value to young men. It makes a specialty of information about rooming and boarding houses.

Institute of Arts.—See Art Institute.

Insurance.—(See FIRE INSURANCE AND LIFE INSURANCE.)

Interlachen Country Club.—Organized early in 1910 and owning grounds of 147 acres three miles west of Lake Harriet on which there is a beautiful \$50,000 club house and all the appointments of a complete country club, including an eighteen hole golf course, as well as tennis courts. Membership limited to 500. Geo. B. Clifford is president.

Interlachen Park.—Between Lakes Calhoun and Harriet, on either side the connecting parkway. Contains 25 acres. Como-Harriet Line. (See PARK SYSTEM.)

Iron Works.—Minneapolis is the leading city in the northwest in the manufacture of structural iron and steel and ornamental iron work. The structural work ranges from the ordinary material for a business structure to the

enormous requirements of great steel bridges, docks, grain elevators, mining and smelting works, railway depots and all the branches of large steel construction. Minneapolis product of this kind may be found in every part of the United States, Mexico, Canada and some foreign countries. The ornamental work includes all kinds of casting and foundry product. The ornamental lamp posts on the principal streets of the city are made in Minneapolis and have been in large demand from other places.

Jail.—The county jail is in the upper story, or more properly the attic of the court house. It is one of a very few prisons constructed in the upper portion of a county building and has attracted much interest among officials.

Jewelers.—The principal jewelry stores are on Nicollet Av. Large and magnificent stocks are carried, the display of gems, watches, silverware, fine pottery, cut glass, etc. being the equal of any city of this size in the country. Leading jewelers are J. B. Hudson & Son, 37-39 S. 7th St.; White & MacNaught, 506 Nicollet; S. Jacobs & Co., 524-26 Nicollet; Weld & Sons, 620 Nicollet.

Jewish Synagogues.—(See **HE-BREW SYNAGOGUES.**)

Jobbing Trade.—The growth of the wholesale trade of Minneapolis has been steady and in proportion to the development of the tributary country. St. Paul formerly held a position in advance as a jobbing point, but now Minneapolis is firmly established not only as having much the largest wholesale trade but as the most complete market. The volume of her jobbing business is in excess of all northwestern rivals. In several lines, notably in dry goods and hardware, Minneapolis has the largest individual business

houses. One great general merchandise wholesale house occupies the largest mercantile building west of Chicago. Half a dozen large grocery jobbers, as many wholesalers of paper, as many more wholesale jewelry concerns,—and jobbers of hardware, millinery, drugs, hides and furs, coffees and spices, furniture, meats, notions, building materials, fish, harness, seeds, paint, cigars, glass, notions, plumbers' supplies, and a hundred other lines as diverse as these, all help to emphasize the importance and completeness of the wholesale market of the city. For years Minneapolis has been the leading fruit jobbing point in the west outside Chicago, and is first in the world as a jobber of farm implements and machinery. The volume of the wholesale business of the city is now roundly estimated at \$300,000,000 annually, and constantly increasing. Most of the wholesale establishments are situated on 2nd St., Washington Av., 3rd and 4th, 5th and 6th Sts., and the intersecting avenues between Hennepin Av. and 10th Av. N.

Jones-Harrison Home.—A home for the aged. (See **Woman's Christian Association.**)

Jitney Busses.—The Jitney Bus idea struck Minneapolis early in 1915 and by June some 200 busses were in operation. In 1918 they were taken over by the Street Railway company.

Juvenile Protective League.—A most efficient organization for philanthropic work among children. It was instrumental in securing the Farm School for Boys at Glen Lake, southwest of the city, and maintains physical research work among children brought before the Juvenile Court. Rev. L. A. Crandall is president. Chas. L. Burt is executive secretary.

Kenwood.—The name of a charming suburb lying between Cedar Lake and Lake of the Isles and about two and a half miles southwest of the center of the city. It is accessible by the Kenwood & Johnson electric line and by Kenwood Parkway.

Kenwood Parkway.—The pleasantest drive to the lakes. It commences at Hennepin Av. opposite Loring Park and extends one and one-half miles to Lake of the Isles boulevard. (See PARK SYSTEM.)

Kindergartens.—Numerous kindergartens are maintained in various parts of the city. They are frequently connected with the church organizations, while others are independent. The public schools maintain kindergartens, at the Blaine, Bremer, Calhoun, Franklin, George Bancroft, Grant, Greeley, Hawthorne, Holland, Irving, Lake Harriet, Lincoln, Logan, Longfellow, Madison, Monroe, Schiller, Seward, Sheridan, Sumner, Washington, and William Penn schools. A Normal school for Kindergartners is under the management of Miss Stella Louise Wood, 307 S. 9th St.

Knit Goods.—Minneapolis is one of the leading producers of knit goods in the United States. A single establishment, the Northwestern Knitting Company, exclusively manufacturing Munsingwear, is the largest manufacturer in the country of knit underwear sold under the maker's brand or name. The Munsingwear mills, which are located at the corner of Western and Lyndale Av. N., have the reputation of being the best equipped, most sanitary mills in this country. The mills give employment to over 2,500 people, and more than 9,000,000 Munsingwear garments are sold annually. Other factories produce sweaters, hosiery and knit specialties in very large quantities.

Labor Organizations.—There are strong unions in every trade in the city. The Trades and Labor Council, formed by representatives of all departments of organized labor, meets on the 1st and 3d Wednesdays of each month at 104 S. Wash. Av.

Lafayette Club.—Club house, Minnetonka Beach, Lake Minnetonka. This club owns about 45 acres, on which are fine golf links, tennis courts, a large garage and the usual appointments of a high class country club. There are about 600 members. Hovey C. Clarke is president; Charles W. Sexton, treasurer; and Cavour S. Langdon, secretary.

Lake Calhoun.—About three miles southwest of the business center and within the city limits. It is over a mile long and three-fourths of a mile broad. It may be reached in thirty minutes by the Como-Harriet electric line, or by driving out Hennepin Av., or over Kenwood Parkway.

Lake Calhoun is connected with Lake of the Isles by means of a waterway spanned by three concrete bridges and between the lakes is a lagoon which serves as a harbor. During the summer the Park Board operates public launches. Every 45 minutes after 2:30 p. m. (every 1½ hrs. 7 a. m. to 2:30 p. m.) the "Three Lakes" or the "Maid of the Isles" leaves Lake St. Landing for the tour of Lake Calhoun, Lake of the Isles, and Cedar Lake. Fare between any two landings on any one of the lakes, 5 cents. Round trip of the three lakes, 11 miles—90 minutes—25 cents. (See PARK SYSTEM.)

Lake Harriet.—The most southerly of the group of four lakes in the southwestern part of the city. It is nearly a mile long and over half a mile wide, and lies within high banks. Around it runs a picturesque park drive. At the north-

west corner is a pavilion where refreshments may be obtained and where band concerts are held during the summer. The lake and pavilion are reached by the Como-Harriet electric railway, over which cars reach the center of the city via Hennepin Boul., in about 30 minutes. Over the park drive the distance is about five miles. The launch "Lake Harriet" makes the tour of the lake in about half an hour. Fare, 10 cents, or between any two landings, 5 cents. (See PARK SYSTEM.)

Lake Nokomis.—The park surrounding and including Lake Nokomis (formerly Lake Amelia) and containing 410 acres. In 1915 extensive dredging improvements in the lake are under way. 50th St. and Camden or Lake Nokomis-Camden Lines. (See PARK SYSTEM.)

Lake of the Isles.—This lake is controlled by the park board. It is the nearest to the center of the city of the group of lakes along the southwestern limits, and may be reached by the Kenwood Boul. or by Hennepin Av., turning west at Franklin, or any street beyond, to 28th St. The Lake of the Isles Boul. surrounds the lake which is irregular in form and contains a large island. The park board has made extensive improvements in and about this lake which include connections by navigable waterways with Lake Calhoun and Cedar lake. Como-Harriet or the Kenwood & Johnson car lines. (See PARK SYSTEM.)

Lakes.—The beautiful natural bodies of water add much to the charm of Minneapolis. There are a dozen lakes wholly or partly within the city limits, besides a number of artificial park lakes, while within a few miles of the city there are scores of lakes of infinite variety of form and setting. The principal lakes in the city are Calhoun, Harriet, Lake of

the Isles, Powderhorn, Nokomis, Rice, Brownie, Sandy, Cedar, Loring park lake, and Glenwood (which belongs in the park system, but lies outside the limits). (See PARKS.)

Lakewood Cemetery.—A beautiful tract of several hundred acres $3\frac{1}{2}$ miles from center of city lying between Lakes Calhoun and Harriet, and reached by Como-Harriet electric cars.

The Mortuary Chapel at Lakewood is a building which is quite in a class by itself. Experts declare that its equal is not to be found in the world. It is absolutely permanent. Of no other building, can it be said that neither wood, paint, varnish nor nails have entered into its construction. In the embellishment of the interior the mosaic and marble is designed and set with an artistic skill that has not been surpassed in mural decoration on this side of the Atlantic. A hydraulic lift connects the chapel with the crematorium in the basement. In the front portion of the basement are to be catacombs and niches for incinerary urns as the custom of cremation shall increase its demand.

Law School.—(See UNIVERSITY OF MINNESOTA.)

Leamington Hotel.—The largest family hotel in the country. It occupies the half block fronting on Third Av. S. from 10th to 11th streets, is ten stories high, has 850 rooms, and is of modern concrete, fireproof construction. Features of the hotel are the main restaurant, cafe, grill room, breakfast room, private dining rooms, assembly room, ladies' club room, and lounging and smoking rooms for men.

Legislative Districts. (See POLITICAL DIVISIONS.)

Libraries.—The following is a list of the libraries which are of a public or semi-public character.

ATHENAEUM.—(See **PUBLIC LIBRARY.**)

AUGSBURG SEMINARY.—5,000 volumes; for the use of the seminary students and faculty.

DIRECTORIES.—903 Northwestern Bldg. Directories of all states and principal cities; free.

HENNEPIN COUNTY MEDICAL SOC.—5,000 volumes; Donaldson Bldg.

MASONIC.—215 Masonic Temple.

MINNEAPOLIS BAR ASSOCIATION.—Court House.

PUBLIC.—Cor. 10th St. and Hennepin Av. (See **PUBLIC LIBRARY.**)

RAWLINS POST WAR LIBRARY.—Masonic Temple, Cor. 6th St. and Hennepin Av. A collection of literature and relics of the war of the rebellion.

ST. VINCENT DE PAUL.—220 N. 3rd St. Catholic.

UNIVERSITY.—Contains about 165,000 volumes for use of students and professors. Open to public for consultation from 8 a. m. to 10 p. m. week days during school year.

Life Insurance.—Minneapolis has a strong home company, the Northwestern National Life Insurance Co., and is also state or northwestern headquarters for many of the larger eastern companies. As the largest city and the financial center of the northwest it is inevitable that Minneapolis will be the life insurance center.

Linseed Oil.—The linseed oil industry has taken a prominent place among Minneapolis manufactures and the city is now one of the largest flaxseed markets and linseed oil producers in the world. In Minneapolis and vicinity there are six mills with a capacity of about 800,000 barrels of oil yearly. Last year they shipped 133,900,000 lbs. of oil and 221,134,000 lbs. of oil cake.

Livery.—Livery facilities are both abundant and low priced. The stranger can hardly fail to find a good stable within a few minutes walk from any point in the central part of the city. For a

horse and buggy the usual price is \$1 for the first hour and 50c for each additional hour; for a double team \$1.50 to \$2 per hour.

Automobiles are for hire at a number of auto livery establishments and usually may be found near the leading hotels waiting for customers. Taxicabs are also in waiting at leading hotels and may be ordered by telephone from the two companies maintaining this service. (See **TAXICABS.**)

Loan and Trust Companies.—There are two loan and trust companies in Minneapolis, which negotiate loans, act as executors, administrators and trustees, sell bonds and mortgages for investment and perform similar functions. They are, with location and capital, as follows:

Minnesota Loan and Trust Company.—Cor. Marquette and 4th St. \$1,000,000. Established 1883.

Wells-Dickey Trust Co.—McKnight Bldg.

Minneapolis Trust Company.—115 S. 5th St. \$1,000,000. Established 1888 (See **BANKS.**)

Loring Park.—Loring Park is the nearest to the city's center of population. It occupies a tract of 36 acres bounded by Hennepin Av., Harmon Pl., Willow St. and 15th St. The park is too small to admit of driveways, but as it is surrounded on all sides by streets its beauties may be enjoyed from a carriage. In the winter special care is taken of the ice and every convenience is supplied for skaters. Como-Harriet, the Kenwood & Johnson, or Monroe & Bryant cars. (See **PARK SYSTEM.**)

Lost Property.—For personal property lost on the street cars, enquire at the office of the company, 11th St. and Hennepin Av., Lost Article Department. Articles left in hacks or found upon the streets are taken to police headquarters in city hall. Articles found in the parks are usually

sent to the superintendent's office in the city hall.

Lowry's Hill.—The ridge of high land lying west of Hennepin Av. and south of Kenwood Parkway. It is named for the late Thomas Lowry, whose residence is on the slope of the hill towards the city and facing on Hennepin Av. The elevation is from 100 to 150 feet above the surrounding region. Its principal thoroughfare is Mt. Curve Av. (Como-Harriet and the Kenwood & Johnson car lines.)

Lumber and Saw Mills.—As a lumber producing point Minneapolis for many years led the world. The census of 1900 gave her first rank in the United States, her output of \$12,285,305 worth of lumber being greatly in excess of any other city in the country. The first attempt at utilizing the water power of the Falls of St. Anthony was for the purpose of sawing lumber. Lumber was the first article manufactured in Minneapolis. It was a staple product before there was any conception of the possibilities of the flour milling business, and it has always been a source of wealth to the city. In 1822 a small mill was erected at the falls to saw lumber for use at Fort Snelling. In 1848 the first private saw mill was put in operation and from then on the business gradually developed to enormous proportions.

To understand the conditions, under which the lumber business of Minneapolis has been carried on, it is necessary to consider, first, the source of supply. The pine region of Minnesota occupied a territory northwest of Minneapolis, beginning within a comparatively short distance and broadening to the north so as to cover the greater part of the northern third of the state. Much the larger part of the pine was in the Mississippi valley. That part of it tributary to Minneapolis has

been largely cut off. The sawing season begins about May 1st and terminates with the freezing of the river in the late fall, or the exhaustion of the supply of logs.

It is well worth the trouble to visit a well equipped saw mill. Standing first on the river bank one sees the logs selected by a nimble athlete in flannel shirt and coarse pants and boots, who steps from one to another as they roll over and over in the water, as composedly as if upon a solid floor. Endless chains with hooked and spiked attachments convey the logs up an inclined plane to the level of the sawing floor, where they are speedily rolled upon the sawmill carriages and fed to the gang, circular or band saws, according to the quality of the timber, and the kind of lumber wanted. As fast as sawed the lumber falls on rollers or movable trucks, by which it is conveyed to wagons. The waste is utilized for lath or shingles or cut into convenient stove lengths and sold as "mill wood." (See FUEL.)

Production of lumber at Minneapolis reached its maximum about 1900 and with the gradual exhaustion of the pine lands is now decreasing from year to year. The following table shows the amount sawed each year for some years past:

	Feet.
1890.....	343,573,762
1891.....	447,713,252
1892.....	488,724,624
1893.....	409,000,000
1894.....	491,256,000
1895.....	479,102,000
1896.....	307,179,000
1897.....	460,348,272
1898.....	469,701,000
1899.....	594,373,000
1900.....	501,522,000
1901.....	559,914,055
1902.....	465,244,000
1903.....	432,144,000
1904.....	386,911,000
1905.....	362,166,000
1906.....	297,020,000



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1907.....	214,192,932
1908.....	189,401,472
1909.....	250,000,000
1910.....	142,810,000
1911.....	118,487,680
1912.....	123,321,560

Since 1912 the production has fallen below 100,000,000 feet annually.

Minneapolis is also the receiving and shipping market for vast quantities of lumber manufactured elsewhere.

Its supremacy for years as a lumber manufacturing point led to the centering of lumber interests here and the city has become the headquarters for the lumber business of a large part of the west. Minneapolis capital is said to be financing one-half the lumber business of the country. These interests reach to the yellow pine districts of the south and the redwoods, pines and cedars of the Pacific Coast. Over 50 companies operate from Minneapolis more than 2,000 retail yards throughout the west. The city easily maintains its position as the greatest lumber distributing point in the world. (See Booms, Fuel and Commerce.)

Lumber Exchange.—A handsome brown stone eleven story office building at the corner of 5th St. and Hennepin Av. The majority of lumber manufacturers and dealers of the city, besides many financial institutions, have offices in this building.

Lunches.—The city is well supplied with lunch counters where anything from a sandwich to an elaborate meal can be had on short notice. The informality of high stools and the convenience of quick service make these places very popular with busy men. To accommodate night workers the better class of lunch counters keep open all night. Prices are quite uniform and so low that 25 cents will buy as much lunch as is ordinarily wanted. These establish-

ments are mostly in the region bounded by Hennepin, 1st Av. S., 7th and 2nd Sts. In the same locality are a number of very good restaurants, chop houses and lunch rooms where those who prefer the luxuries of table cloths and chairs find accommodation. Ladies may secure light lunches daintily served, at the department store "tea rooms" and the caterers' establishments.

Lutheran Churches.—Taken as a whole the Lutheran denomination is the strongest, in point of numbers, of the Protestant sects of the city.

APOSTOLIC (Finnish). — Corner Humboldt and 2d Av. N.

AUGUSTANA (Swedish).—Cor. 11th Av. S. and 7th St.

BETHANY (Norwegian). — 2513 Franklin Av. E.

BETHANY.—(Swedish), 39th St. and 36th Av. S.

BETHEL (Norwegian).—Cor. 17th Av. S. and 32nd St.

BETHLEHEM CHAPEL. — Cor. 32d Av. N. and 4th St.

BETHLEHEM (Norwegian).—Cor. 14th Av. S. and 18th St.

BETHLEHEM (Swedish). — Cor. 14th Av. N. and Lyndale Av.

CHRIST.—34th St. and 31st Av. S.
CONCORDIA.—Cor. Central and 25th Av. N. E.

EBENEZER FREE CHURCH (Norwegian Evangelical).—Cor. 19th Av. S. and 3rd St.

EBENEZER (Swedish).—Cor. 22d St. and 28th Av. S.

ELMWOOD (Norwegian).—Corner Lincoln and 27th Av. N. E.

FIRST EVANGELICAL (German).—1823 N. Emerson Av.

FREE EVANGELICAL (Norwegian).—2021 17th Av. S.

GETHSEMANE (Norwegian).—Cor. 47th Av. N. and Colfax.

GRACE (English).—Seven Corners.

GOLGOTHA.—Pleasant Av. and W. 32d St.

HOLY COMMUNION (English).—4th Av. S. and 32d St.

HOLY TRINITY.—29th St. and 29th Av. S.

HOPE (Norwegian).—6th St. and 13th Av. S. E.

IMMANUEL (Danish).—Cor. E. 22d St. and 28th Av. S.

IMMANUEL EVANGELICAL (Norwegian).—Cor. Monroe St. and 15th Av. N. E.

IMMANUEL (German).—Cor. 18th Av. N. and 6th St.

IMMANUEL (Swedish).—Cor. Monroe and 13th Av. N. E.

IMMANUEL SLAVONIC EVANGELICAL.—Cor. Essex and Ontario Sts. SE.

MESSIAH.—(English), Cor. 10th St. and 13th Av. S.

MINNEHAHA CHAPEL.—Minneha-ha and 35th St.

MOUNT OLIVE (English).—Chi-cago Av. and 31st St.

OUR SAVIOUR'S (Norwegian).—Cor. Chicago Av. and 24th.

PILLSBURY AV.—Pillsbury Av. and 41st St.

PLEASANT AV. (Norwegian).—3201 Pleasant Av.

ST. JOHANNES (Norwegian), Evangelical.—Cor. Girard and 5th Av. N.

ST. JOHN'S.—Cor. 16th Av. N. and 3rd St.

ST. JOHN'S EVANGELICAL (Eng-lish).—Cor. Chicago Av. and 17th St.

ST. JOHN'S (German).—Broad-way and Washington St. N. E.

ST. LUKE'S (Norwegian).—17th Av. S. bet. Lake and 31st St.

ST. MARK'S (English).—Cor. Lyndale and 23d Av. N.

ST. OLAF.—Cor. 29th Av. N. and Emerson.

ST. PAUL'S (Norwegian).—Cor. 15th Av. S. and 4th St.

ST. PAUL'S (German).—Cor. Quincy and 25th Av. N. E.

ST. PAUL'S SWEDISH EVANGELICAL.—Cor. 15th Av. S. and 28th St.

ST. PETER'S (Norwegian).—Cor. 15th Av. N. E. and Madison.

ST. PETER'S DANISH EVANGELICAL.—Cor. 20th Av. S. and 9th St.

ST. PETRIE'S (Evangelical).—Cor. Dupont and 18th Avs. N.

SALEM (Swedish).—Cor. N. Du-pont and 42d Av. N.

SALEM EVANGELICAL (English).—Cor Garfield Av. and W. 28th St.

SARON (Swedish).—Essex St. bet. Oak and Ontario Sts. S. E.

SCANDINAVIAN EVANGELICAL FREE.—8th St. and 25th Av. S.

TRINITY.—(English), 29th Av. S. and Lake St.

TRINITY EVANGELICAL.—Cor. 9th St. and 20th Av. S.

TRINITY (German).—1904 13th Av. S.

ZION'S (Norwegian).—Cor. 26th Av. N. and Lyndale.

ZION'S (Swedish).—Cor. W. 33d St. and Pillsbury Av.

Lymanhurst.—A hospital for babies and children given to the city of Minneapolis by George R. and F. W. Lyman. The buildings and grounds (formerly the resi-dences of the donors) are on Chi-cago and Columbus Aves. and 18th St. After their presentation to the city they were remodeled and fitted with all modern hospital ap-pliances so that upon the opening of the hospital in the summer of 1913, Minneapolis found itself equipped with an entirely ade-quate children's hospital.

Lyndale Park.—Extending from King's Highway to Penn Av. and from Lake Harriet to Lakewood Cemetery. Most of its 61 acres donated by the late William S. King in 1891. Its attractions in-clude the Rose Garden maintained by the Park Board. Monroe & Bryant Line. (See PARK SYSTEM.)

Lyrio Theater.—On Hennepin Av. between 7th and 8th Sts. Mov-ing pictures. (See THEATERS.)

McKnight Building.—A modern office building, cor. 5th St. and 2nd Av. S. It is of concrete con-struction, twelve stories high and is one of the handsomest office buildings in the city.

Macalester College.—Between the two cities. It is a Presbyteri-an college and has a considerable amount of land and several build-ings. Selby-Lake electric line.

Mahala Fisk Pillsbury Home.—For wage-earning girls. (See Woman's Christian Association.)

Mails, Arrival and Departure of. (See POST OFFICE.)

Manual Training. (See PUBLIC SCHOOLS, INDUSTRIAL EDUCATION,

Manufacturing.—In early days the manufactures of Minneapolis were chiefly flour and lumber. These still retain the supremacy, but other lines are pushing forward and taking a prominent place. Machinery (farm, milling and general), farm implements, building material, furniture, boots and shoes, beer, wagons and carriages, woolen and knit goods, confectionery and scores of other branches are in a process of rapid development. Still there is room for additional establishments in most of these lines, and some favorable opportunities for the production of articles now imported from the east have not been taken advantage of. The value of the manufactured product is estimated at \$250,000,000 and some 30,000 men are employed. The principal departments of manufacturing will be found treated under their appropriate heads.

Maps and Guides.—All stationery and book stores and most news stands carry this "Dictionary of Minneapolis" as well as Hudson's Indexed Pocket Map of Minneapolis, "One Hundred Views of Minneapolis" and pocket maps and guides for the northwest. The Hudson Publishing Co. at its office, 404 Kasota Bldg., cor. 4th and Hennepin, makes a specialty of maps and guides, carrying a large assortment of pocket maps of states and cities, road maps and guides, U. S. Geological Survey topographic maps, county maps, wall maps, etc., and supplies any map made upon order. Maps of all kinds are mounted and special maps are made to order.

Market.—In the block bounded by Second and Third Aves. N. and N. Sixth and Seventh Sts. There are many stalls for market gardeners and conveniences for commission dealers.

Masonic Temple.—The Masonic Temple is the finest structure of its kind in the West, and is surpassed by but few in the country. Covering a ground space of 88 feet on Hennepin Av. and 153 feet on 6th St., it rises eight stories in height. The walls are of Ohio sandstone. The building is fire proof throughout, and provided with all the modern conveniences. It is intended primarily for the use of the Masonic fraternity, but the Knights of Pythias and Rawlins Post G. A. R. have comfortable quarters therein, and there are numerous office apartments. The rooms devoted to the Masonic lodges are, of course, the main feature of the building. On the second floor, and extending through two stories is the blue lodge room, occupied by three lodges. This apartment occupies the center and the rear, and is 44 by 48 feet in dimensions. The frescoing is exceedingly rich and the furnishings are of the costliest material. Adjoining is the room occupied by the Masonic library. The lodge rooms on fourth and fifth floors are occupied by the "Scottish Rite"—two fine halls. The Commandery and one Blue lodge occupy the halls on the sixth and seventh floors, the armory occupying the corridors on the seventh floor. The lodge room is one of the finest in the country. On the eighth floor of the building is the ball room, for banquets, dancing and drills, and is used for the meetings and work of the "Mystic Shrine." At the south end of the hall is a gallery with a seating capacity of 150, the parlor and the banquet hall which has a seating capacity of 200. Adjoining the banquet hall is a kitchen. The first move made toward erecting the Temple was in 1885, by an organization known as "The Masonic Temple Association of Minneapolis." The site was purchased at a cost of \$61,000. The corner stone was laid Sep-

tember 4, 1888, with appropriate ceremonies. The total cost of the structure was \$300,000. The association and structure is now controlled by the several Masonic bodies which meet in the Temple, who own about four sevenths of the capital stock. (See SECRET SOCIETIES.)

Messenger Service.—Boys for special messenger service are furnished on short notice by the American District Telegraph Company, 51 S. 4th St.; Union Hack & Messenger Co., 8 S. 3d St.; and the Guaranty Hack & Coupe Co., 216 S. 3d St. They may be summoned by telephone or automatic signal from all hotels and many stores and offices.

Methodist Episcopal Churches.—With characteristic energy the Methodists organized in the frontier village of St. Anthony about a year before the other denominations. The first Methodist church Cor. 18th Av. N. and N. Lyndale. was formed in 1849 and became the forerunner of the 30 churches and missions of the denomination of the present day which appear in the following list.

CALVARY.—10th Av. N. and Penn Av.

COLUMBIA HEIGHTS.—At Columbia Heights.

DOUGLAS CHAPEL.—5th St. and 11th Av. N.

EPWORTH.—37th Av. S. and 32d.

FIRST.—Cor. 9th Av. and 5th St. S. E.

FOSS.—Cor. Fremont and 18th Avs. N.

GRACE.—Penn and 33d Avs. N.

HENNEPIN AVENUE.—Cor. S. Dupont and W. Franklin Aves.

HOBART MEMORIAL.—Blaisdell Av. and 46th St.

JEFFERSON ST.—741 N. E. Jefferson St.

JOYCE MEMORIAL.—Cor. 31st St. and S. Fremont Av.

LAKE HARRIET.—Cor. 44th St. and S. Upton Av.

MINNEHAHA.—Cor. 40th Av. S. and 52d St.

NORTH.—Cor. 44th Av. N. and Fremont Av.

OLIVET.—26th St. and Columbus Av. S.

PARK AVENUE.—Park Av. and 34th St.

PROSPECT PARK.—Cor. Malcolm Av. and Orlin Av. S. E.

SIMPSON.—Cor. 1st Av. S. and 28th St.

TRINITY.—Cor. 25th Av. N. E. and Taylor St.

WALKER.—16th Av. S. and 31st St.

WESLEY.—Cor. 1st Av. S. and Grant St.

In other conferences.

BETHANY (Norwegian - Danish).—Cor. 30th Av. N. and Dupont.

CENTRAL GERMAN.—1020 13th Av. S.

FIRST GERMAN.—Cor. 10th Av. N. E. and 2d St.

NORTH MINNEAPOLIS GERMAN.—**NORWEGIAN DANISH.**—Cor. 13th Av. S. and 9th St.

FIRST SWEDISH.—7th St. and 13th Av. S.

HARTLAND SWEDISH.—2914 N. Aldrich Av.

NORTH SWEDISH.—2925 N. Lyndale Av.

SECOND SWEDISH.—1837 Polk St. N. E.

Rev. T. W. Stout, Presiding Elder, office 703 Metropolitan Life Bldg.

Metropolitan Music Building.

The musical center of the city. It is a handsome five-story building and is occupied by the Metropolitan Music Co. and numerous musical societies and teachers of music. The Metropolitan building is at 41 and 43 S. 6th St., near Nicollet Av.

Metropolitan Life Building.

Formerly the "Guaranty Building." At the corner of 3rd St. and 2nd Av. S. It is a magnificent structure twelve stories in height, covering just half an acre and with a total street frontage of 282 feet. The total height from the street level to the top of the main tower is 220 feet, or as high as Bunker Hill monument. The material used in the construction for the first

three stories is North Conway and New Hampshire green granite, the nine stories above being Portage red sandstone. The finishings of the interior are iron, brick, terra cotta and antique oak. There are some 400 offices in the building and they are occupied by some of the heaviest financial and legal firms in the city, as well as by a host of minor tenants. From the tower which rises high above the main structure a comprehensive view of the city may be obtained. The building is heated by steam and lighted by electricity. Six hydraulic elevators and commodious stairways afford access to the upper floors. The total cost with site approximated \$1,000,000.

Metropolitan Opera House.—On Marquette Av. between 3rd and 4th Sts. The leading theatre of the city. It has an exceptionally large stage and capacious and comfortable auditorium. It is usually open during the entire season from late August to June and frequently presents light opera or other attractions during a part of the summer at popular prices. (See THEATRES.)

Midland National Bank.—Organized in 1909 and occupying the large banking room in the Security Building at Second Av. So. and 4th St. The banking room is one of the finest and perhaps the most beautiful in the west. (See Security Bldg.)

Midway District.—That portion of St. Paul lying between the city proper and Minneapolis. It comprises the suburbs of Merriam Park, St. Anthony Park, Macalester, Hamline and considerable farming and vacant land. The midway district is traversed by the Minneapolis & St. Paul, the Selby-Lake and the Como-Harriet electric lines.

Millinery.—The leading millinery establishments are on Nicollet

Av. or the cross streets near the avenue. Some of the principal millinery stores are the following: Fifield, 816 Nicollet; Phillips, 824 Nicollet; Murray, 906 Nicollet. All the department stores and ladies' specialty stores have millinery departments.

Mills. (See FLOUR AND FLOUR MILLS, and LUMBER AND SAW MILLS.)

Milling District.—The region at the foot of 6th Av. S., and adjacent to St. Anthony's Falls, in which the larger part of the flour mills are located. The great Washburn "A" mill is the largest and most conspicuous in the group.

Mill Explosion.—On a large tablet set in the wall of the Washburn "A" flour mill is an inscription in memory of fourteen men who perished in the great explosion of 1878. This disaster, wholly without precedent both as to cause and extent of damage, as resultant from explosion, called the attention of the whole world to Minneapolis for the time being. The disaster occurred at 7 o'clock in the evening. Eye witnesses saw first a sheet of flame and a volume of black smoke issue from the lower story of the Washburn "A" mill, followed almost instantly by the explosion. The concussion was so terrific as to partially wreck the surrounding mills and was felt as far away as St. Paul. Thousands of dollars worth of glass was broken in Minneapolis, the damage extending even to distant parts of the city. Not one of the employes of Washburn "A" escaped, so the exact cause of the explosion was never determined by verbal testimony. It was, however, satisfactorily concluded that fire broke out in the mill and that the explosion was occasioned by the ignition of flour dust mingled with the air. The walls of the "A" mill were leveled instantly.

Five more mills were destroyed and five damaged, the whole loss of property being over a million dollars. The total loss of life was 18. Appliances were introduced when the mills were rebuilt, which do away with the liability of similar disaster. (See FLOUR and FLOUR MILLS.)

Mill Wood. (See FUEL.)

Minikahda Club.—The clubhouse of this popular organization is on the west shore of Lake Calhoun, where the club owns about 145 acres of land in a beautiful location. The clubhouse is complete in every appointment of a modern club home and the grounds have extensive golf links and both turf and dirt tennis courts. Membership is open to both men and women. H. L. Hankinson is president and Henry C. Mackall, secretary. St. Louis Park car.

Minneapolis, Anoka & Cuyuna Range Ry.—Electric suburban line to Anoka, 19 miles, from 6th St. and 2nd Av. S.

Minneapolis & St. Louis Railroad.—This line runs south through a fertile section of Minnesota, Iowa and Illinois to Des Moines and Peoria, and has through trains for Chicago and St. Louis. To Chicago through trains run via Albert Lea, Minn., and the Illinois Central Ry. and the line is known as the "Albert Lea Route." The St. Louis trains run via Albia, Ia., and the Wabash R. R. A western division reaches Watertown, Aberdeen and the Missouri river in South Dakota, and a line to the southwest passes through New Ulm, Minn., and terminates at Storm Lake, Ia.

W. H. Brenner is president; R. G. Kenley, general manager; F. B. Townsend, vice president traffic; A. B. Cutts, passenger traffic manager; D. M. Dennison, freight traffic manager. The general offices of the company are in the Trans-

portation building, and the city ticket office at 202 S. 6th St. The passenger station is at Washington and 4th Avs. N. (See Railroads.)

Minneapolis Athletic Club.—Organized in 1912 and in 1915 completed a magnificent club house at 615-21 2d Av. S. The club is formed on the general lines of the great athletic clubs of the leading American cities.

The fourteen-story building, planned by Bertrand & Chamberlain, architects, occupies a space of 88x157 feet and is used exclusively by the club. It is of reinforced concrete construction, absolutely fireproof and represents the last thing in up-to-date club building construction.

In planning and fitting the interior the idea of making the club homelike prevailed. Instead of finding a formal and business-like lobby, one, on entering the club steps at once into an apartment not unlike the living room of a private residence. A great fireplace and other home-like features and the absence of the office and hotel characteristics of many clubs carries out the idea—and the same feeling runs through the entire building. Among the athletic features provided are a main gymnasium 68x153 feet, hand ball courts, bowling alleys, separate billiard and pool rooms, swimming pool 25x60 feet, etc. The main dining room is 50x97 feet with a seating capacity of 500. In addition there are a grill room and ten private dining rooms. Other appointments include a salon devoted to music, painting and sculpture, an assembly room, chess room, card room, ladies' parlors, roof garden, library and 140 sleeping rooms. The cost of the building is placed at over \$500,000.

Membership is limited to 2,500; initiation fee \$150 and annual dues \$60. (Life membership, \$500.)

Membership certificates are transferable

The officers of the club are: Manager, Geo. D. Morrison.

Minneapolis Club.—The leading social club of the city. It maintains a handsome club house at the corner of 8th St. and 2d Av. S. This building, which cost with site \$325,000, was completed in 1908. It is not only architecturally conspicuous but is one of the most complete club houses, in every detail, recently erected. On the ground floor are the billiard and grill rooms, check rooms, the offices and reception room. In the grill room there is some very effective stained glass work showing views of Minnesota lakes and hunting scenes. On the second floor are the reading and lounging rooms and card rooms. The reading room extends entirely along the Second Av. side of the building and like the other rooms of the first and second floors is finished in dark early English oak. The dining rooms and kitchen are on the third floor. The main dining room is directly over the reading room. It is heavily paneled in oak and the decorations in oil show a series of harvest scenes. Along the Eighth St. side of the third floor are three smaller dining rooms, and the ladies' cafe and on the fourth floor are the private rooms for the club members living in the building.

During the year 1911 the club added to its property an athletic annex, which is entirely given over to athletic features.

The membership of the club includes about 700 of the business and professional men of the city and about 225 non-residents. The entrance fee for resident members is \$100 and the annual dues \$100, for non-residents \$50 and \$40. E. Pennington is president of the club, and C. D. Mills is the secretary.

Minneapolis Improvement League.—An organization of women and men with the purpose of improving the conditions of city life. Such work as the beautifying of the city, the encouragement of home gardens, and the maintenance of public playgrounds is carried on with much success. The work is practical and deserving of generous support. The league was organized in 1892. Mrs. Thos. F. Quimby, 2424 Humboldt Av. S., is president; Miss Maria Sanford, 1050 13th Av. S. E., is honorary president; Mrs. Frank E. Crary, 728 S. E. 4th St., is secretary.

Minneapolis Institute of Arts.—(See ART INSTITUTE, MINNEAPOLIS SOCIETY OF FINE ARTS and MINNEAPOLIS SCHOOL OF ARTS.)

Minneapolis Municipal Band.—Joseph Sainton, conductor, an organization of forty instruments. This band gives a concert season of eight weeks in Lake Harriet pavilion and Minnehaha Park under the auspices of the park board.

Minneapolis Retailers' Association.—An organization for the advancement of the interests of the retailers and of the city. Geo. R. Root is president, and Wm. J. Hayes is secretary. Office, 508 Barnum Bldg., 806 Nicollet Av.

Minneapolis School of Arts.—Established in 1886 and located from 1889 to 1915 in the public library building. On the opening of the new Institute of Arts, January, 1915, the school removed to the ground floor of that building. 24th St. between Stevens Av. and 3rd Av. S. (54th St. and Col. Heights car line.) During the summer of 1916 a separate school building, costing \$50,000, was erected in close proximity to the Institute, and the fall term of the school commenced in these new quarters. The new building, known as the Julia Morrison Memorial Building, was

given to the society by Mrs. John R. Van Derlip and Dr. Angus M. Morrison. The school is supported only in part by tuition fees paid by the students, the balance being contributed by the Society of Fine Arts from its membership fees. There are about 250 students and classes are maintained in drawing from the cast and the living model, still life and portrait painting, illustration, one for children Saturday morning, and departments for decorative and commercial design, and handicrafts. There is a summer course offered during late June and July. The plan of instruction for the regular school year is designed to cover a period of three years of three terms each, although there are special courses covering a shorter period. (See **ART INSTITUTE and MINNEAPOLIS SOCIETY OF FINE ARTS.**)

Minneapolis Society of Fine Arts.—In January, 1883, Dr. W. Folwell, of the University of Minnesota, with 24 others, lovers of art, organized the Society of Fine Arts. Dr. Folwell was the first president of the society, and held the office for five successive years.

Up to 1886 the society promoted the love and study of art by means of loan exhibitions and in other general ways. In April of that year an art school was opened and supplied with temporary quarters till the close of 1889, when the completion of the new library building gave access to the handsome rooms so admirably suited to the purpose. In 1911 by the gift of a site of 10 acres from Clinton Morrison, \$100,000 from W. H. Dunwoody, and other subscriptions the Society was enabled to begin building the first unit of a new Art Museum, which was opened January 7, 1915, with one of the most important exhibitions ever held in this country.

The Society is glad to welcome to membership anyone who is in-

terested in art. The advantages of membership are the privileges of free admission to the Institute during the hours when it is open to the public, and to all lectures, receptions and entertainments given by the Society; such privileges will extend not only to the member, but to his or her immediate family and to house-guests from out of town. The membership dues are: \$10.00 for an annual member; \$100.00 for a life member. For those interested in giving larger sums there are appropriate classes of membership. (See **ART INSTITUTE and MINNEAPOLIS SCHOOL OF ARTS.**)

Minneapolis, St. Paul & Sault Ste Marie Railway.—One of the characteristic enterprises of Minneapolis was the construction of the Minneapolis, St. Paul & Sault Ste Marie R'y, commonly known as the "Soo" line. The need of a direct line to the sea-board which should be able to make rates in the interests of Minneapolis was urgent. A route of 500 miles to Sault Ste Marie, Mich., was taken and the road was opened in 1888 in connection with the Canadian Pacific.

With the completion of the line to Sault Ste Marie the necessity of a western feeder became evident and the result was the construction of a line from Minneapolis northwest through Minnesota and North Dakota to the international boundary where connection was again made with the Canadian Pacific and a transcontinental route opened to Puget Sound. A new line was completed north from Minneapolis to Winnipeg, in 1904, a line from Thief River Falls to Kenmare, N. Dak., in 1905, and in July, 1907, a new route through the Canadian Northwest and the Kootenay country to Spokane was opened. A new line from Glenwood, Minn., was completed to



METROPOLITAN MUSIC BUILDING
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Superior and Duluth in 1909 and in 1910 a line was built from the head of the lakes through the Cayuna range and to Plummer on the Winnipeg line. Early in 1909 the Soo acquired the Wisconsin Central railway, giving it direct lines from Minneapolis and Duluth to Chicago. A new line from Minneapolis to Superior and Duluth was opened in 1912. All of these lines, east, north and west, traverse beautiful country and reach some of the finest fishing and hunting sections in the Northwest. Soo Line territory has long been a favored one with sportsmen.

The general offices are in the First National-Soo Line Bldg., cor. 5th St. and Marquette Av. Ticket office, 202 S. 6th St. Through passenger trains use the Milwaukee Station, Washington and 3rd Aves. S. Local trains use the Soo Line Station at Washington and 5th Aves. N.

E. Pennington is president; W. L. Martin, vice president, G. R. Huntington, general manager, and W. R. Callaway, general passenger agent. (See Railroads.)

Minneapolis Stock Exchange.—Organized in 1909 and now having a membership of 22 with offices in the McKnight Bldg. Only high grade securities are listed, it being one of the main objects of the organization to place the stock business upon a conservative basis. There is a daily call at 3 p. m. The rooms of the exchange are open to the public. The officers are: President, H. D. Thrall, Minnesota Loan and Trust Co.; vice-president, G. L. Lang, of Geo. B. Lane; treasurer, J. W. Greenman, Gold-Stabeck Co.; secretary, E. A. Fish, Wm. W. Eastman Co.

Minneapolis Symphony Orchestra.—Organized in 1903, with Emil Oberhoffer as conductor, who has ever since held that position. Comprises eighty-two professional musicians, and all the instruments

contained in any symphony orchestra in the world. Has been pronounced by visiting musicians of the highest standing to be one of the foremost orchestras in America. Gives fifty concerts in Minneapolis and St. Paul during the winter season under the direction of Mr. Oberhoffer, and under the management of the Orchestral Association of Minneapolis. The Orchestra also gives festival concert tours in the United States and Canada. (See PHILHARMONIC CLUB and ORCHESTRAL ASSOCIATION.)

Minneapolis Traffic Association. For the promotion of the traffic interests of the city. W. P. Trickett, traffic director, office 41 Old Chamber of Commerce.

Minnehaha Creek.—The outlet of Lake Minnetonka. It flows in a generally easterly course along the southern boundary of Minneapolis, draining several lakes and finally falling over the cliff near the Mississippi river, thus forming Minnehaha Falls.

Minnehaha, Falls of.—The Falls of Minnehaha are perhaps the most widely celebrated of the natural curiosities of the Northwest. Since Longfellow sung of the deeds of Hiawatha, Minnehaha has been an object of the curiosity and admiration of travelers. The Falls are formed by Minnehaha creek (the outlet of Lake Minnetonka) which after a devious course of 25 miles, plunges over a cliff 50 feet high, just before joining the Mississippi river. Below the Falls the stream follows a beautiful glen which is all a part of Minnehaha Park. Minnehaha electric line. About six miles from the center of town. (See PARK SYSTEM, DRIVES.)

Minnehaha Park.—Consists of 122 acres surrounding Minnehaha Falls (which see). This park contains a zoological collection, a

pony track and abundant facilities for picnics.

Minnehaha Parkway.—Extends from Lake Harriet along the banks of Minnehaha creek to the Falls, about five and one-half miles. It is a charming drive and one of the most important links in the park system. (See PARK SYSTEM and DRIVES.)

Minnesota Academy of Natural Science. (See ACADEMY OF SCIENCES.)

Minnetonka.—Lake Minnetonka lies slightly southwest of the center of Minneapolis and within easy reach by three lines of railroad. Since the days of the first settlers this lake has been renowned for its beauty; in recent years it has established a wide reputation as a summer resort. Except that it is rather larger than the average, Lake Minnetonka is, perhaps, as perfect a physical type of the northwestern lake as could be selected. It possesses to a marked degree the characteristic irregularity of outline which constitutes the chief source of beauty in the lakes of this region. The voyager upon its waters is bewildered by the numerous channels and inlets. The extreme eastern and western points of the lake are scarcely a dozen miles apart, but the shore line measures about 105 miles. This wonderful length includes, in addition to countless bays and deep arms, as well as long points which nearly divide the lake, the shores of some ten or a dozen islands. In making the tour of the lake the steamers usually follow a course, which, though touching only the principal landings, is at least 40 miles long. The lake is divided by a narrow marsh near the center into the "upper" and "lower" lakes; the latter being, of course, the part from which flows Minnehaha creek. The "lower lake" is much the larger portion and contains the wide expanse

which won the Sioux name of "Broad-water." As the greatest length is from east to west the principal shores of Minnetonka naturally received the designation of the "north shore" and "south shore."

The north shore is reached by the Great Northern R'y, which skirts the "lower lake" and passes through the town of Wayzata, the nearest point to Minneapolis on the lake. From Wayzata steamers may be taken for trips about the lake. Just west of the village the main line of the railroad leaves the lake, but a branch follows the sweep of the shore and crossing the "north arm" reaches Minnetonka Beach. Here is the Lafayette Club house. Two miles beyond is Spring Park, where there is a hotel and extensive picnic grounds. Besides these places there are numerous stations used by the owners of the cottages which line the lake shore. These cottages range from rough board shanties to palatial villas costing thousands of dollars. They are mostly owned and occupied by citizens of Minneapolis, though some are inhabited every season by people from distant points.

On the south shore is the village of Excelsior, the largest town upon the lake. It is reached from the city by the "Twin City Electric Lines," as well as by the Minneapolis & St. Louis railroad. Across an adjacent bay is Tonka Bay and the terminus of the main line of the electric road.

In connection with the electric line to Excelsior the "Twin City Electric Lines" operate fast steamers to all the principal points on the lower and upper lakes. These steamers run on schedule and their route extends from Wayzata near the outlet of the "lower lake" to Zumbra Heights in the distant "upper lake." Through boats make the round trip in about 5½ hours at a cost of 50

cents. They may be boarded at any of the electric line terminals—Excelsior, Deephaven, Tonka Bay or Wildhurst.

In Bay St. Louis is the beautiful club house of the Minnetonka Yacht Club (which see). Bay St. Louis is the terminus of the Deephaven branch of the electric line, and it may also be reached by the Minneapolis & St. Louis R'y, which passes near and skirting the shore reaches Excelsior.

At Excelsior there are a number of good hotels and many summer boarding houses; cottages abound at every point on the "lower lake." The "upper lake" is less accessible and more beautiful and romantic.

During the summer there is much gaiety at the lake. Parties at the hotels, concerts, excursions, yacht races, fishing and similar amusements fill up the time. It is the custom with many families to occupy their cottages from early May till late in the fall. The hotels are open from June till September 1 or later.

Board for the season may be obtained at rates slightly in advance of city charges. Boats are to be had at all the principal landings. Fishing is fair and may be enjoyed without the inconvenience attending a trip to a remote lake.

Minnetonka Yacht Club.—The original yachting organization. It maintains a beautiful club house on an island at the entrance to St. Louis bay, where the members gather for social pleasures, and which serves as rendezvous for the frequent regattas. In winter ice yachting is a popular sport.

Mississippi River.—One of the most interesting sights in Minneapolis is, quite naturally, the Mississippi river. In all its course of nearly 3,000 miles the "Father of Waters" is nowhere more attractive than here. It is at Minneapolis that the great river loses its char-

acter as a rapid, tortuous lumbering stream and begins its course of 2,200 miles as a navigable waterway. Minneapolis interests are closely identified with the Mississippi. The great water power afforded by the Falls of St. Anthony led to the founding of the city; the same power developed has been one of the chief factors in its growth; the river has brought millions upon millions of feet of logs from the pineries of the north to supply the second great manufacturing industry of the city; and lastly, Minneapolis is at the head of navigation, and with improvements now being completed, will reap large benefits from the commercial advantages of this position. At Minneapolis the river has an average width of perhaps 1,200 feet. Below the falls it courses for miles between high and exceedingly picturesque cliffs. Delightful views of this gorge may be had from half a dozen bridges. The source of the Mississippi is near Lake Itasca which is only about 150 miles from Minneapolis in a direct line but by the devious course of the river channel is several times that distance.

Motion Pictures.—Minneapolis is deeply devoted to the "movies." There are about seventy-five theaters showing motion pictures and the number is being constantly increased. It is estimated that over 90,000 people attend the shows each day and the capital invested is about \$3,000,000. Nearly all the places are "10-cent" shows. The city is also the center for the film business of the northwest and some 1,500 outside shows are served from here.

Municipal Court.—Has power to try civil actions where the amount in controversy does not exceed \$500 or where the title to real estate is not involved, but cannot issue writs of habeas corpus, man-

damus or injunction, nor entertain divorce proceedings. It also has jurisdiction in cases of misdemeanor arising within the county. In cases of violation of the state laws ordinarily triable before justices of the peace it has exclusive jurisdiction, and also in offenses against the city ordinances. The maximum penalty which it can impose is a fine of \$100, or imprisonment for 90 days in the county jail or city work house. In felonies and indictable misdemeanors it examines and may hold accused persons to await the action of the grand jury. Complaints in criminal cases may be made to either the judge or clerk of the court, and must be in writing and sworn to. There are three judges of this court. The court is held in room on the fourth floor of the city hall.

C. L. Smith, E. A. Montgomery, and W. W. Bardwell are judges of this court. **Harry Moore**, clerk.

Municipal Wharf.—Head of navigation on Mississippi river, below Washington avenue bridge.

Musical Societies and Clubs.—A list of the principal musical societies and clubs is as follows:

APOLLO CLUB.—Lyric Theatre Bldg. **H. S. Woodruff**, director.

DANIA SINGING SOCIETY.—Dania Hall. **H. Askeland**, director.

HARMONIA SOCIETY.—305 Plymouth Av.

MINNEAPOLIS LIEDERKRANZ.—Siebel Bldg. **L. W. Harmsen**, director.

NORMANDEN'S SANGFORENING.—801 Cedar Av. **Erick Oulie**, director.

ORCHESTRAL ASSOCIATION OF MINNEAPOLIS.—405 Auditorium Bldg. **Emil Oberhoffer**, director.

PHILHARMONIC CLUB.—**J. Austin Williams**, director; **Trafford N. Jayne**, secretary, 703 Hennepin Av.

THURSDAY MUSICAL.—806 Nicollet Av.

See (BANDS AND ORCHESTRAS.)

National Banks. (See BANKS.)

National Guard.—The National Guard State of Minnesota is re-

presented in Minneapolis by a great number of young men who are enlisted in various companies of infantry and batteries of artillery. In the summer of 1917 the process of transferring the older regiments to the federal service and of organizing new ones was going on rapidly. Through the Guard, through enlistment in the various branches of the service and through the operation of selective draft the city and state are furnishing a great number of men to the federal service.

Navigation.—For many years navigation of the Mississippi river to the center of Minneapolis was hindered by the rapids below the Falls. A project of improvement was commenced some years ago and in 1917 the completion of a great dam and a lock of enormous capacity, opened the river to Minneapolis. The first steamer passed through the lock and arrived at the municipal dock at the foot of S. Washington Av. on July 3, 1917.

With the completion of channel improvements and adequate dock and transfer facilities an extensive traffic will be developed. Minneapolis is now officially the "head of navigation."

New Boston.—The popular name for the locality surrounding Central Av. and 25th Av. N. E. Take 54th St. & Columbia Heights electric cars.

Newsdealers.—Most of the bookstores, some of the stationery stores and many stands in the hotels, office buildings, depots and in all directions through the city, sell current periodicals and the leading daily papers.

Newspapers and Periodicals.—In proportion to its size, as compared with other cities, Minneapolis has few daily newspapers. Its class and trade publications are numerous and important. Below is given

a list classified as to frequency of publication and with the yearly subscription price and place of publication:

DAILY.

JOURNAL.—(Evening and Sunday.) \$5.40. 47 and 49 S. 4th St. Independent Republican.

FINANCE AND COMMERCE.—\$15. 206 So. 3rd St.

MARKET RECORD.—318 S. 3rd St. \$3. (Evening except Sunday.) Grain Markets.

MARKET REPORTER.—602 2nd Av. N.

MINNESOTA DAILY.—University of Minnesota. \$2. (During College year.)

NEWS, THE MINNEAPOLIS DAILY.—\$3. 6th St. and 2d Av. S. Independent.

RAILWAY AND HOTEL NEWS.—401 Phoenix Bldg.

TRIBUNE.—(Morning daily, \$5.40; evening except Sunday). 57 S. 4th St. Republican.

TIDENDE.—\$3. Norwegian (Evening and Sunday) 307 S 6th St.

SEMI-WEEKLY.

FARMER'S TRIBUNE.—\$1. 57 S. 4th St.

SKANDINAVEN.—\$3. 922 Phoenix Bldg.

WEEKLY.

AMERICAN JEWISH WORLD.—\$2. Tribune Annex.

BELLMAN.—\$4. 118 S. 6th St. Independent. Saturday.

BOTH SIDES.—\$2. 200 N. 3d St. CHRONICLE.—\$1. 317 20th Av. N.

COMMERCIAL WEST.—\$5. 409 Globe Bldg. Saturday. Financial.

COURT RECORD.—\$5. 253 2d Av. S

ECHO DE L'OUEST.—\$1. Thursday. 305 E. Hennepin Av.

FOLKEBLADET.—\$1. 322 Cedar Av. Norwegian.

FRIE PRESSE HEROLD.—\$2. 2d Av. and 6th St.

ILLUSTRERET FAMILIE JOURNAL.—\$1.50. 722 S. 4th St.

IMPROVEMENT BULLETIN.—\$5. 610 Exchange Bldg.

IRISH STANDARD.—\$2. Saturday. 422 1st Av. N.

LUTHERANEREN.—\$1. 427 S. 4th St. Norwegian.

MASONIC OBSERVER.—\$1. Masonic Temple.

MINNESOTA ALUMNI WEEKLY.—\$1.25. 219 Folwell Hall, Univ. of Minn.

MIRROR.—\$1. 111 S. 6th St.

MISSISSIPPI VALLEY LUMBERMAN.—\$2.50. 1011 Lumber Exchange.

N. E. ARGUS.—2333 Central Av. Local.

NORTHWESTERN MILLER.—\$4. Friday. 118 S. 6th St. Milling.

NYE NORMANDEN.—\$1. Tribune Bldg. Norwegian.

ORANGE JUDD NORTHWEST FARMSTEAD.—\$1. 602 Onelda Bldg.

PROGRESS.—\$1. 417 Hennepin Av. REGISTER.—Saturday. 402 Bank of Commerce Bldg.

SKANDINAVISK FARMER JOURNAL.—50c. 722 S. 4th St. Agricultural. Scandinavian.

SVENSKA AMERIKANSKA POSTEN.—\$1. 500 S. 7th St.

SVENSKA FOLKETS TIDNING.—\$1. Wednesday. 603 2d Av. S.

TIDENDE.—50c. 307 S. 6th St. Norwegian.

TWIN CITY COMMERCIAL BULLETIN. 2429 Univ. Av., St. Paul, \$2. Saturday. Mercantile.

UGEBLADET.—\$1. 722 S. 4th St. UNITED LUTHERAN.—\$1. 425 S. 4th St.

WOMAN'S HOME WEEKLY.—601 2d Av. S.

VECKOBLAD.—\$1.50. 307 S. 6th St.

SEMI-MONTHLY.

FARM, STOCK AND HOME.—50c. 414-16 S. 6th St. Agricultural.

JOURNAL-LANCET.—\$2. 839 Lumber Exchange.

SKÖRDEMANNEN.—75c. 2625 Chicago Av. Swedish Agricultural.

MONTHLY.

CIGAR AND TOBACCO JOURNAL.—209 Globe Bldg.

FARM IMPLEMENTS.—\$1. 1018 Lumber Exchange. Trade.

FORSKAREN.—\$1.50. 1119 S. Washington Av. Swedish.

KEITH'S.—\$2. 828 McKnight Bldg.

KVINDENS MAGASIN.—\$0.75. 406 5th Av. S., Norwegian Woman's Paper.

LABOR DIGEST.—\$1. 807 N. Y. Life Bldg.

MINNESOTA HORTICULTURIST.—\$1. 207 Kasota Bldg.

MINNESOTA MAGAZINE.—Edited and published by students Univ. of Minn.

MUDSIKTIDNING.—50c. 417 Hennepin Av. Musical.

PROFITABLE FARMING.—25c. 6th St. and 2nd Av. S.

PUBLIC WEAL.—25c. 803 Sykes Blk. Prohibition.

PYTHIAN ADVOCATE.—\$1. 754 Security Bldg. Knights of Pythias.

SCHOOL EDUCATION.—\$1.25 1401 Univ. Av. S. E.

SVENSKA FAMILJ JOURNAL.—50c. 722 S. 4th St. Scandinavian.

SVENSKA ROMAN BLADET.—\$1.50. 246 Cedar Av.

WESTERN ARCHITECT.—735 Palace Bldg.

QUARTERLY.

CLEARING HOUSE QUARTERLY.—\$5. 836 Andrus Bldg.

ANNUALLY.

DICTIONARY OF MINNEAPOLIS.—25c. Hudson Pub. Co., 404 Kasota Bldg.

MINNEAPOLIS CITY DIRECTORY.—\$7. 903 Northwestern Bldg.

New York Life Building.—Built in 1890 by the New York Life Insurance Co. It stands at the corner of 5th St. and 2nd Av. S. with a frontage of 165 feet on the former and 121 feet on the latter thoroughfare. In exterior appearance it is massive and substantial. The lower stories are of St. Cloud granite, with pressed brick above topped with an artistic balustrade and cornice of terra cotta. The building is perfectly fire proof. There are about 250 offices.

It is now the property of the First and Security National Bank of Minneapolis.

Nicollet Avenue.—Beginning at Bridge Square Nicollet Avenue takes a southwesterly course to Grant St. and thence due south to the city limits. It is the most prominent street in the city. From 1st to 8th Sts. it is crowded with retail stores and in fact almost monopolizes this class of trade. Architecturally the street is above the average. Its chief structures

are the Andrus Bldg., Syndicate Blk., Minnesota Loan and Trust Company's building, The Glass Block, Donaldson building, Dayton Bldg. and Westminster Presbyterian church. Nicollet Avenue is 80 feet wide.

Nicollet House.—One of the best known hotels in the Northwest. It fronts upon Washington, Nicollet and Hennepin avenues at the center of the street railway system of the city and within a short distance of the principal railroad stations and both the wholesale and retail districts. The Nicollet was established in 1857 and for nearly half a century has been a Minneapolis landmark and a center of the city's life and activity. It is conducted on the European plan, and has accommodations for about 300 guests. The cafe, on the main floor adjoining the office, is one of the finest in the Northwest.

Nicollet Island.—Directly opposite the center of the city and only a few hundred yards above the St. Anthony Falls. It is about half a mile long and divides the Mississippi river into the east and west channels. The latter is spanned by the "steel arch" bridge and the former by a stone arch bridge, the two forming with Central Av., the main thoroughfare to the east side. At the lower end of the island, factories fill all the available space.

Northeast Minneapolis.—That part of the city lying in the eastern district and north of Central Av. and Division St. A popular term.

North Minneapolis.—The common designation for that part of the west division lying north of 4th Av. N.

Northwestern Bank Building.—(Formerly Bank of Commerce Building.) A six-story, brown stone office building at the corner of 4th St. and Marquette Av.,

handsome architecturally and most advantageously situated in the financial center.

North East Neighborhood House.—Is a social settlement at 2d St. and 15th Av. N. E., of a non-sectarian, non-partisan character, for the people. It aims to instill principles of sound morality, to promote a spirit of civic righteousness and to improve standards of living. It conducts a day nursery, industrial and home economic classes; gymnasium and baths; social dances, library, social and literary clubs, a garden club, playground and musical instruction.

Northwestern National Bank—Occupies a modern banking building on Marquette Av. bet. Fourth and Fifth Sts. erected in 1903 and owned by the institution. The architecture is strictly classical. The white marble facade is relieved by a handsome portico with six massive columns. The street front shows two stories, but the main banking room in the rear extends the entire height of the structure and is lighted by a number of large skylights. The interior decoration is handsome and in keeping with the commercial purposes of the building. Every modern appliance and convenience for the business of banking is found in the building.

Northwestern National Life Insurance Co.—The Minneapolis home company, officered by Minneapolis bankers and business men, and one of the most prominent financial institutions of the city. The company occupies its own home office building at the corner of Nicollet Av. and Eleventh St. John T. Baxter is president.

Nurses.—Training schools for nurses are maintained by the leading hospitals. A good nurse can usually be obtained by applying to any of the hospitals or to some reputable physician.

Oak Grove.—(W. 17th St.) Received its name from the large oak trees growing on the slope, through which it takes its course. It is one of the beautiful residence streets of the city.

Oak Lake.—A section of the city lying between Western Av. and 6th Av. N. and Lyndale and Hoag Aves. It is laid out in park style. Western & 2nd St.; and the 4th Av. S. & 6th Av. N. electric lines.

Oak Park.—A slightly locality north of 6th Av. N., and west of Humboldt. It occupies high ground overlooking the city. 4th Av. S. & 6th Av. N. cars.

Odin Club.—A social organization with club rooms in the Metropolitan Bank building, 6th St. and 2nd Av. S.

Office Buildings.—Minneapolis is well supplied with office buildings of a high order. For a list of the more important ones see BUILDINGS.

Officials.—(See CITY OFFICIALS.)

Old Books. (See BOOK STORES.)

Oldest House.—The first house erected in Minneapolis (west side) was that of Col. John H. Stevens built in 1849 on the bank of the river where the Union passenger station now stands. It was removed, years ago, to 16th Av. S. between 4th and 5th Sts. and later to Minnehaha Park where it is preserved as a memento of the early days of the city.

Omnibuses.—A responsible concern operates busses for the transfer of passengers between depots and hotels; and pleasure omnibuses for excursions, may be had at the large livery stables. (See TAXICABS.)

Opera Houses. (See THEATRES.)

Orchestral Association of Minneapolis, The.—An incorporated

body, under whose management are given the forty concerts of the Minneapolis Symphony Orchestra, supported by a guaranty fund of about \$75,000 per year subscribed by 250 public-spirited citizens. The officers are Elbert L. Carpenter, president; Edmund J. Phelps, vice president; Charles N. Chadbourn, secretary and treasurer.

(See MINNEAPOLIS SYMPHONY ORCHESTRA and PHILHARMONIC CLUB.)

Orphan Asylums. (See BENEVOLENT SOCIETIES AND INSTITUTIONS.)

Orpheum Theater.—Seventh St. near Hennepin Av. It was opened in 1904 and is devoted to vaudeville at popular prices.

Parade, The.—One of the newest of the city's parks. Lies west of Hennepin Av. and north of Kenwood Parkway, immediately west of Loring Park. It comprises some 46 acres and is intended chiefly as a drill and play ground.

Parcel Delivery Companies.—A full list with location of offices may be found in the city directory. They will be found convenient for the delivery of small packages especially where there are many for different addresses.

Park Avenue.—A handsome residence street corresponding to 7th Av. S., south from 10th St. It is 100 feet wide with a 36 foot roadway paved with asphalt.

Park Avenue Congregational Church.—At the corner of Park and Franklin Aves.; was completed in 1888 at a cost about \$75,000. The church was organized on Oct. 14, 1867, with 20 members; it now has about 400 and a Sunday school enrollment of over 300. Chicago & Fremont electric line.

Park Commissioners. (See CITY OFFICIALS and PARKS.)

Parks and Parkways.—Nature has supplied Minneapolis with all the requisites for the finest park

system in the world. All that has been done in the way of improvement has simply been along the line of wise adaptation of the natural advantages lying ready to the hand. But it required courage, wisdom and forethought, to bring about the present admirable condition of the park properties of the city.

Stated briefly the park system embraces a general plan of medium sized neighborhood parks, at convenient distances throughout the city, with an elaborate system of parkways and boulevards skirting the lakes, and the gorge of the Mississippi, and connecting several large parks in the outlying districts. The presence within or adjoining the city limits of several slightly ridges, no less than a dozen beautiful lakes, the picturesque Minnehaha creek (the outlet of Lake Minnetonka) and the renowned Minnehaha Falls, left no lack of natural material. Building on these natural gifts, and supported by public opinion, and favorable legislation, the gentlemen in charge of the parks have accumulated for the public, park property valued at about \$8,500,000 and amounting to one acre to each 100 of the city's population, a larger area in proportion to population than any other American city. The city owns about 3,800 acres of park area with connecting and encircling driveways aggregating about 50 miles in length.

BOARD OF PARK COMMISSIONERS.—The board of park commissioners was created in 1883. The law provides for the election of twelve commissioners who with the mayor, ex-officio, the chairman of the committee on public grounds and buildings, and the chairman of the committee on roads and bridges of the city council, ex-officio, constitute the board. It has power to obtain title to lands by purchase or condemnation and

to assess the value of lands selected for parks upon the surrounding benefited property. The board further has power to issue bonds to pay for property acquired, close streets which may divide lands bought for park purposes, construct bridges, adopt police regulations and acquire and control park ways. One very valuable power given the board is that of planting and controlling shade trees on any streets or public grounds in the city.

THE PARK SYSTEM.—A look at the map will show that four large lakes lie along the southwestern boundary of the city while Minnehaha creek winds its way near the southern limits, finally tumbling over the cliffs and forming Minnehaha Falls, in the extreme southeasterly corner of the city. To reach these points of interest was of course the object of the park board in laying out the park system. The beautiful Loring Park (described elsewhere under its own heading) was from its location the natural point of beginning, and the place to which one must repair who wishes to view the park system most advantageously. Due west from Loring Park extends Kenwood Parkway. It is a broad avenue with walks and double rows of trees on either side. Like all the boulevards, it is beautified with occasional flower beds and ornamental shrubbery. Further on the drive occupies a ridge extending in a general southwesterly direction and commanding fine views of the city and the lakes. At its southernmost end it connects with Lake of the Isles Boulevard which completely encircles the charming lake of that name. Next south and connected by a drive of a few hundred yards is Lake Calhoun. These lakes are also connected by a waterway opened in 1911. It is spanned by handsome stone arch bridges and between the lakes is

a beautiful lagoon which serves as a harbor for water craft. A similar waterway connects Lake of the Isles with Cedar Lake and Brownie Lake, giving continuous passage for small craft through the four lakes—Calhoun, Lake of the Isles, Cedar and Brownie Lake.

The Park Board maintains boats for hire on Lake Calhoun and Lake Harriet, while hundreds of private boats, canoes, launches and sail boats are kept on the lakes. The Park Board also operates public launches on Calhoun and Lake of the Isles and on Lake Harriet. Every 45 minutes after 2:30 p. m. (every 1½ hrs. 7 a. m. to 2:30 p. m.) the "Three Lakes" or the "Maid of the Isles" leaves Lake St. Landing for the tour of Lake Calhoun, Lake of the Isles, and Cedar Lake. Fare between any two landings on any one of the lakes, 5 cents. Round trip of the three lakes, 11 miles—90 minutes—25 cents.

The "Harriet" leaves Main Dock (42nd St.) every hour (every 30 minutes after 4 p. m.) for the tour of Lake Harriet. Fare between any two landings, 5 cents. Round trip of the lake, 3.5 miles—25 minutes—10 cents.

A model bathhouse on the north shore of Lake Calhoun was opened in 1912.

This group of lakes and surrounding parks forms a rare combination of natural beauty and the work of the landscape architect. The whole forms virtually one great park and as it is gradually perfected will become one of the most beautiful parks in the world.

The parkway continues along the eastern shore of Lake Calhoun, now rising high above the water and again dropping almost to its level. A short distance farther south is Lake Harriet around which extends the most beautiful part of

the parkway system. The natural contour of the lake shore has been preserved, in most places, with admirable effect. Between Lakes Calhoun and Harriet and north of the latter is a large tract of land acquired partly by the gift of the late Col. Wm. S. King and partly by purchase. From Lake Harriet southeasterly the parkway system extends along Minnehaha creek to the Falls. The driveway winds along the shores of the romantic stream, occasionally crossing and approaching or diverging as the formation of the land suggests. At Minnehaha Falls the parkway reaches a park of 142 acres which, with the adjoining grounds of the Minnesota soldiers home, form 200 acres of parked land. From this point there is a parkway along the summit of the Mississippi river cliffs to Riverside Park about a mile below St. Anthony Falls.

West and north of the group of lakes described extends a newer portion of the park system surrounding Cedar Lake, Brownie's Lake and Glenwood Lake. From this almost continuous park extends the Glenwood-Camden parkway following the western city limits north to 45th Av., where it turns and crosses eastward to the Mississippi river. With the southerly lakes and River Bank parkways, this extension goes far toward completing a grand encircling parkway which within a few years will extend entirely around the city.

Facts relating to the various parks are to be found under their own individual headings. (See CITY OFFICERS AND GOVERNMENT.)

PARKS AND PARKWAYS.—Following is a list of the parks and parkways with area of each, and a supplementary list of the driveways in these parks with the length of each:

AUDUBON PARK.—5.39 acres; Fillmore and 29th Av. N. E.

BARNES PLACE.—0.57 acres; Elwood Av. and 8th Av. N.

BEDFORD TRIANGLE.—0.009 Orlin and Bedford St. S. E.

BOTTINEAU FIELD.—6.22 2nd St. and 19th Av. N. E.

BRYANT SQUARE.—3.68 acres; Bryant Av. S. and 31st St.

BRYN MAWR MEADOWS.—39.30 acres; Bryn Mawr.

CALEB DORR CIRCLE.—0.103 E. end Franklin Av. Bridge.

CAMDEN PARK.—21.5 acres; Washington, Lyndale and 44th Aves. N.

CEDAR AVENUE TRIANGLE.—0.021 acres; Cedar Av. and 7th St. S.

CEDAR LAKE BOULEVARD.—48.50 acres; south and west shores Cedar Lake.

CHOWEN TRIANGLE.—0.05 acres; W. 28th St. and Chowen Av.

CLARENCE TRIANGLE.—0.024 Clarence Av. and Bedford St. S. E.

CLIFTON TRIANGLE.—0.034 acres; Clifton Av. and Clifton Pl.

COLUMBIA PARK.—185 acres; Central Av. and 31st Av. N. E.

COTTAGE PARK.—0.50 acres; James Av. and Ilion Av. N.

CRYSTAL LAKE TRIANGLE.—0.053 acres; Crystal Lake Av. and 30th Av. N.

DEAN BOULEVARD.—15.90 acres; From southwest side of Lake of the Isles to and on north side of Lake Calhoun.

DELL PARK.—0.44 acres; W. side Lake Harriet, 44th to 45th Sts.

DELL PLACE.—0.037 acres; Dell Place, bet. Summit and Groveland.

DORILUS MORRISON PARK.—8.49 acres; E. 22nd St. and Stevens Av.

DOUGLAS TRIANGLE.—0.07 acres; Douglas and Mt. Curve Aves.

ELLIOT PARK.—6.924 acres; 8th St. and 9th Av. S.

ELMWOOD TRIANGLE.—0.02 acres; Elmwood Place and Luverne Av.

EUCLID TRIANGLE.—0.33 acres; Euclid Pl. and W. 26th St.

FARVIEW PARK.—20.82 acres; Lyndale Av. and 26th Av. N.

FARWELL PARK.—1.22 acres; Sheridan Av. N. and Farwell Pl.

FRANKLIN STEELE SQUARE.—1.54 acres; Portland Av. and 16th St. E.

GLEN GALE.—1.65 acres; Irving Av. and 23rd Av. N.

GLENWOOD-CAMDEN PARKWAY.—164.56 acres; From Glenwood park at 19th Av. N. to Camden Park via W. Limits and 45th Av. N.

GLENWOOD PARK.—585.38 acres; Western Av. and Abbott Av. N.

GROVELAND TRIANGLE.—209 acres; Groveland and Forest Avs.

HIAWATHA TRIANGLE.—50 acres; Minnehaha Av. and 32d St.

HIGHLAND OVAL.—0.058 acres; in Highland Av. near Royalston Av., in Oak Lake Addition.

HILLSIDE TRIANGLE.—607 acres; Hillside Av. and Logan Av. N.

HUMBOLDT TRIANGLE.—0.35 acres; 6th Av. N and Elwood Av.

IAGOO TRIANGLE.—05 acres; Hia-watha Av. and E. 45th St.

INTERLACHEN.—25.50 acres; South of Lake Calhoun, from W. 38th St. to W. 40th St.

IRVING TRIANGLE.—0.11 acres; Irving Av. and 22d Av. N.

JACKSON SQUARE.—2.32 acres; 22d Av. N E. and Jackson St.

KENWOOD PARK.—33.45 acres; bet. Logan, Franklin, Oliver, Kenwood Parkway and Morgan Avs.

KENWOOD PARKWAY.—20.60 acres; from Lake of the Isles to Loring Park via Kenwood and Spring Lake.

KENWOOD TRIANGLE.—02 acres; Oliver Av. and W. Franklin.

KING'S HIGHWAY.—17.58 acres; from W. 36th St. to Lake Harriet via Dupont Av. and 46th St.

LAKE CALHOUN.—522.6 acres; surrounding and including Lake Calhoun.

LAKE HARRIET.—402 acres; surrounding Lake Harriet and including "The Beard Plaisance."

LAKE NOKOMIS.—409.6 acres; surrounding and including Lake Nokomis.

LAKE OF THE ISLES PARK.—200 acres; surrounding and including Lake of the Isles.

LAKESIDE OVAL.—0.316 acres; north of Lakeside Av. in Oak Lake Addition.

LAUREL TRIANGLE.—0.01 acres; Laurel Av. and Cedar Lake Rd.

LINDEN HILLS BOULEVARD.—5.59 acres; Russell Av. and W. 40th St. to Lake Harriet.

LOGAN PARK.—10.08 acres; Broadway and Monroe St.

LONGFELLOW FIELD.—4.22 acres; Minnehaha Av., bet. 28th and 29th Sts.

LORING PARK.—36.34 acres; Hennepin Av. and Harmon Pl.

LOVELL SQUARE.—1.35 acres; Irving Av. and 10th Av. N.

LOWRY TRIANGLE.—0.16 acres; Hennepin Av. and Vineland Pl.

LYNDALE FARMSTEAD.—13.49 acres; 38th and Bryant Av. S.

LYNDALE PARK.—61.26 acres; bet. Lake Harriet Blvd. and Lakewood Cemetery, from King's Highway to Penn Av. S.

MAPLE HILL.—8.04 acres bet. Polk, Filmore, Summer and Broadway N. E.

MARSHALL TERRACE.—7.75 acres; Marshall St. and 27th Av. N. E.

MINNEHAHA PARKWAY.—177.07 acres; from Lake Harriet to Minnehaha Falls via Minnehaha Creek and E. 48th St.

MISSISSIPPI PARK.—Includes:

MINNEHAHA PARK.—142.04 acres; at Minnehaha Falls.

RIVERSIDE PARK.—42.28 acres; 6th St. and 26th Av. S.

RIVER ROAD, EAST.—82.50 acres; East bank Mississippi river, Arlington St. to east city limits and Pleasant St., through University campus.

RIVER ROAD, WEST, INCLUDING ISLANDS IN RIVER.—175.36 acres; Mississippi River, Franklin Av. to Minnehaha Park.

MONROE PLACE.—0.48 acres; Monroe, 7th St. and 3rd Av. N. E.

MOUNT CURVE TRIANGLE.—0.05 acres; Mount Curve and Fremont Av.

MURPHY SQUARE.—3.33 acres; 22d Av. S. and 7½ St.

NEWTON TRIANGLE.—0.12 acres; Hillside Av. and Newton Av. N.

NORMANNA TRIANGLE.—0.07 acres; Minnehaha Av. and E. 22d St.

NORTH COMMONS.—25.74 acres; bet. Morgan, James, 16th and 19th

OAK LAKE.—1.33 acres; bet. Lakeside Av. and Border Av.

OLIVER TRIANGLE.—0.04 acres; 21st Av. N. and Oliver Av.

ORLIN TRIANGLE.—0.013 acres; Melbourne and Orlin Aves. S. E.

OSSEO TRIANGLE.—03 acres; Hia-watha Av. and E. 45th St.

POWDERHORN LAKE PARK.—65.6 acres; Tenth Av. S. and E. 32nd St.

PROSPECT FIELD.—5.31 acres; Williams and St. Mary's Aves.

RAUEN TRIANGLE.—0.027 acres; 11th Av. N. and 5th St.

RICHARD CHUTE SQUARE.—1.07 acres; University Av. and 1st Av. S. E.

ROYALSTON TRIANGLE.—0.20 acres; 6th Av. N. and Royalston Av.

RUSSELL TRIANGLE.—.03 acres; Russell Av. and McNair Av.

RUSTIC LODGE TRIANGLE.—.175 acres; Rustic Lodge & Bingham Aves.

SHERIDAN FIELD.—1.25 acres; 12th and University Aves. N. E.

SMALL TRIANGLE.—.01 acres; Royalston Av. and Highland Av.

SMITH TRIANGLE.—.026 acres; Hennepin Av. and 24th St.

ST. ANTHONY BOULEVARD.—59.8 acres. Division St. to Columbia Park.

STEVENS PLACE.—0.06 acres; Portland Av. and Grant St.

STEVENS SQUARE.—2.48 acres; bet. 18th and 19th, Stevens and 2d Aves. S.

STEWART FIELD.—3.75 acres; 26th St. and 10th Aves. S.

STINSON BOULEVARD.—15.10 acres; Oak St. from Division St. to 11th Av. N. E.

SUMNER FIELD.—3.01 acres; bet. Bryant and Dupont and 8th and 11th Aves. N.

SYEA TRIANGLE.—0.089 acres; Riverside Av. and 26th Av. S.

THE GATEWAY.—1.21 acres; Hennepin and Washington Aves.

THE MALL.—4.75 acres; Hen. Av. to Calhoun Boul. S. of C., M. & St. P. Ry.

THE PARADE.—68 acres; Kenwood Parkway and Lyndale Av.

TOWER HILL.—4.70 acres; University Av. S. E. bet. Clarence and Malcolm Aves.

VAN CLEVE PARK.—6.97 acres; Como Av. and 14th Av. S. E.

VINELAND TRIANGLE.—0.05 acres; Vineland Place and Bryant Aves. S.

VIRGINIA TRIANGLE.—.167 acres; Hennepin and Groveland Aves.

WASHBURN FAIR OAKS.—7.48 acres; Stevens to 3rd Av. S., bet. 22nd and 24th Sts.

WASHINGTON TRIANGLE.—0.04 acres; Washington St. and 8th Av. N. E.

WEST END TRIANGLE.—0.132 acres; W. 28th St. and Cedar Lake Av.

WILSON PARK.—1.13 acres; 12th St. N. and Hawthorn Av.

WINDOM PARK.—8.63 acres; Johnson St. and 25th Av. N. E.

DRIVES IN PARKS AND PARKWAYS.

	Miles.
Camden Park11
Cedar Lake Boulevard.....	1.19
Columbia Park	2.99
Dean Boulevard94
Farview Park84
Glenwood-Camden Parkway..	4.50
Glenwood Park	3.19
Interlachen31
Kenwood Parkway	1.62
King's Highway	1.45
Lake Calhoun, Circuit Drive..	3.21
Lake Harriet, Circuit Drive	2.82
Lake Harriet, Additional	
Drives	1.96
Lake of the Isles.....	2.85
Lyndale Farmstead41
Lyndale Park	1.02
Minnehaha Park	2.22
Minnehaha Parkway	6.02
Powderhorn Lake Park.....	.37
River Road, East.....	2.16
River Road, West.....	4.00
St. Anthony Boulevard.....	3.57
Stinson Boulevard	1.83
Riverside Park57
The Mall32
The Parade50
Windom Park22
Total	51.00

WATER AREAS.

	Acres.
Lake Calhoun.....	460
Lake Harriet.....	353
Lake of the Isles.....	107
Lake Nokomis	265
Powderhorn Lake Park.....	18
Glenwood Lake.....	38
Brownie Lake.....	18
Loring Lake	7
Birch Pond	6
Spring Lake	2
Loring Park Lake	7
Birch Pond	6
Spring Lake	2

Parochial Schools.—Schools connected with the Catholic church of the city have an enrollment of

about 5,500 pupils and are as follows:

De La Salle Institute, high school for boys, Nicollet Island; St. Margaret's Academy, 1301 Linden Av.; Holy Angels' Academy, 643 N. 4th St.; Holy Rosary, 18th Av. S. and 24th St.; St. Joseph, 5th St. and 11th Av. N.; St. Anthony of Padua, 2nd St. between 8th and 9th Avs. N. E.; St. Boniface, corner 2nd St. and 7th Av. N. E.; Our Lady of Lourdes, Prince St. near Central Av.; St. Elizabeth, 1412 8th St.; Ascension School, 18th Av. N. and Colfax; Pro Cathedral School, 16th near Hennepin; Holy Cross, 1628 N. E. 4th St.; Incarnation, Pleasant Av. and W. 38th St.; St. Philip, Bryant Av. and 26th Av. N.; Catholic Orphan Asylum, Chicago Av. and 47th St.

Patrol Limits.—The boundaries of the region in which by special legislation the saloons of the city are compelled to remain. This territory is almost exclusively what is usually called the business district, making the residence parts of the city practically prohibition localities. (See SALOONS.)

Patrol Wagons. (See POLICE.)

Paving.—Minneapolis has about 140 miles of paved streets. Asphalt, sandstone, brick, granite and creosoted blocks are the materials principally used. There are about 900 miles of curbstone in place. (See STREETS and PUBLIC IMPROVEMENTS.)

Periodicals. (See NEWSPAPERS AND PERIODICALS and NEWSDEALERS.)

Philharmonic Club.—An association of 250 men and women singers, which gives, with the assistance of the Minneapolis Symphony Orchestra, choral concerts during the winter season, one of which is always Handel's "Messiah," on Christmas Day. The club is now in its twentieth year. Officers, C. Ellis Fisher, presi-

dent; W. F. Fruen, vice-president; and Trafford N. Jayne, secretary. (See MINNEAPOLIS SYMPHONY ORCHESTRA and ORCHESTRAL ASSOCIATION OF MINNEAPOLIS.)

Photography.—There are many well equipped photographic galleries. Prominent are those of The Brush Studios, 33 and 35 S. 6th St.; Sweet, 29 S. 10th St.; Hubner, 1030 Nicollet; Miller, Medical Block, 608 Nicollet.

The thousands of amateur photographers in the city include many artists of ability. The leading dealers in photographic supplies are: C. A. Hoffman, 814 Nicollet Av.; E. B. Meyrowitz, 604 Nicollet Av.; O. H. Peck Co., 116 S. 5th St.; T. V. Moreau, 616 Nic. Av.

Picnic Grounds.—For large parties the most desirable picnic grounds are on the shores of Lake Minnetonka. Spring Park reached by the Great Northern Ry., affords accommodations for large parties, while small companies can also be accommodated there and at scores of other places about the groves about Lake Calhoun and Harriet (Como-Harriet electric line) and at Minnehaha Falls, reached by the Minnehaha line. If carriages or bicycles are used the roads about the city lead to many pretty places which are very retired. (See EXCURSIONS.)

Pioneers' Museum.—The Pioneers' Museum in the Godfrey House, Richard Chute Square, is now free to the public daily, except Sunday, from 10 a. m. to 4 p. m.

Pillsbury "A" Mill.—The great "Pillsbury A," stands on S. E. Main St. at the corner of 3d Av. S. E. It is built of stone, six stories high with dimensions of 115x175 feet and a height from the bottom of the wheel pit to the roof of 187 feet. Work was begun on the mill in March, 1879, and it commenced operation in 1881. The cost, equipped, was

about \$1,500,000, and the mill has a capacity of 13,500 barrels of flour in twenty-four consecutive hours. About 60,000 bushels of wheat are needed for the ordinary daily run, 400 men are employed, and the force furnished by the two immense turbine water wheels is 4,000 horse power. This is supplemented by 3,500 electric horse power. (See FLOUR and FLOUR MILLS.)

Pillsbury Hall. (See UNIVERSITY.)

Pillsbury House.—The home of the settlement work conducted by Plymouth Congregational Church—for many years as the Bethel Settlement. The building is a beautiful and complete structure carefully adapted to the needs of settlement work. It was built in 1906, the gift of Chas. S. and John S. Pillsbury as a memorial to their parents, Mr. and Mrs. Charles A. Pillsbury. The House is at 320 16th Av. S.

Pillsbury Library.—One of the most beautiful buildings in Minneapolis is the Pillsbury branch library erected in 1903, and is occupied by the East Side branch of the public library. It is located at University Av. and 1st Av. S. E. This structure represents a long-considered plan of the late John S. Pillsbury for the erection of a public library for the special benefit of the "east side" where he lived during his half century of residence in Minneapolis. The building is of white marble 90 feet long by 70 feet in depth, entirely fire proof and adapted perfectly to the modern ideas of a circulating and reference library. It is beautifully finished in mahogany, and is furnished with handsome mahogany furniture and the most modern steel book-stacks. Beside the regular reading room, reference room, children's room and delivery room there is also a very com-

fortable audience hall. The cost of the building was about \$75,000.

Places to Visit. (See SEEING THE CITY, DRIVES, EXCURSIONS.)

Playgrounds.—Public playgrounds are receiving much attention. Every park is in fact a playground but many are unsuited for certain sports and games; and space and equipment have been especially provided in various parks, as baseball and football grounds in The Parade, gymnastic apparatus and all sorts of things for the smaller children in a dozen different parks. Supervision is given in most places and the children are interested and instructed in games, folk dancing, etc. The board of education has playgrounds in the vicinity of twelve or more schools and provides supervision in a most successful way. The whole movement has the approval and co-operation of the public and the system will be rapidly developed.

Plumbing Inspection.—Householders or tenants may secure the sanitary inspection of plumbing by making proper application at the health department office in the city hall. (See HEALTH DEPARTMENT.)

Plymouth Building.—A twelve-story concrete office building erected in 1910 at the corner of Hennepin Av. and Sixth St. at a cost of about \$1,000,000. It is thoroughly modern in every respect and absolutely fire-proof. The exterior walls are of red brick, stone and terra cotta. Interior fittings are of mahogany. Simplicity of design, solidity and permanence characterize every detail of the great building, which is one of the largest in the West. The ground dimensions are 247 feet on Sixth St. by 187 on Hennepin.

Plymouth Congregational Church.—The largest church in the denomination, and one of the most influential in the city. Its

membership includes some of the wealthiest and most prominent of the citizens of Minneapolis. The church is always foremost in the activities of the religious element of the community. The church was organized in 1857 with 18 members. From 1875 until the summer of 1907 a church edifice at Eighth St. and Nicollet Av. was occupied and was one of the landmarks of the city. This building was sold early in 1907 and a new building was erected on Groveland Av. between Nicollet Av. and Vine Pl. This is one of the most beautiful and completely equipped churches in the city.

The material used on the exterior of the church is seam face granite from St. Cloud, Minn., with trimmings of buff Bedford limestone from Indiana. The principal frontage is on Groveland Av. The parish house is at the left, next Nicollet Av. Between the parish house and the church proper and farther back from the street is the chapel, with the cloisters connecting the two.

The church proper, seating about a thousand, is cruciform in plan, with a vestibule running across the full width, at the rear of nave, and a gallery over the vestibule.

The chapel is rectangular and is covered by an open trussed Gothic roof. With the gallery it will seat about 500 people. Opening from the chapel is the parlor, which in turn connects with the corridor of the parish house and other smaller rooms. The office and minister's reception room and the library are all on the main floor of the parish house.

In benevolences and charities Plymouth Church has a remarkable record. An important branch of the church work is in the line of city missions and settlement work. Rev. H. P. Dewey, D. D., is pastor.

Police.—The Minneapolis police force is composed of 350 men appointed by the mayor and under the authority of a superintendent. Headquarters are in the City Hall. The city is divided into six police precincts, each in charge of a lieutenant and station sergeant. The police stations are located as follows:

First Precinct, in City Hall.

Second Precinct, 412 1st Av. S. E.

Third Precinct, Cor. 19th Av. S. and 4th St.

Fourth Precinct, 3rd St. near 20th Av. N.

Fifth Precinct, 213 E. Lake St.

Sixth Precinct, 3001 Minnehaha Av.

As adjuncts to the First, Second, Third and Fourth precincts there are four patrol wagons kept in constant readiness to aid officers who have arrested unruly prisoners. In case of mobs or riots the patrol wagons are valuable for bringing a large number of officers speedily to the scene of action. They are also used when raiding tough resorts, or gambling dens, or in making wholesale arrests. The wagons at the first and third precinct stations are "auto-patrols." An ambulance is kept at the Central precinct and a police surgeon is always on duty.

Police Court. (See MUNICIPAL COURT.)

Political Divisions.—Minneapolis is divided into 13 wards for the administration of local government and contains several senatorial and legislative districts. It is in the Fourth Judicial District and with the remainder of Hennepin County forms the Fifth Congressional District of the state.

WARDS AND THEIR BOUNDARIES.—(It should be understood that where a street or avenue is mentioned as a dividing line the middle of the street is the actual line).

1st Ward.—Bounded on the west by the river, on the south by

Bridge St., Nicollet Island. Central Av., on the east by N. E. 5th St., and on the north by the city limits.

2nd Ward.—On the west and south by the river, on the east by city limits, on the north by Division St., S. E. 9th St., Central Av. and Bridge St.

3rd Ward.—On the east by the river, south by 3rd Av. N., 6th St. and 6th Av. N., west by west city limits, north by 26th Av. N.

4th Ward.—On the north by 3rd Av. N., 6th St. and 6th Av. N., west by city limits, south by W. Franklin Av., (laid out and extended, and east by Nicollet Av., E. Grant St., Marquette Av. and the river.

5th Ward.—On the west by Marquette Av., E. Grant St. and Nicollet Av., south by E. 24th St., east by 10th Av. S. and north by river.

6th Ward.—On north and east by river, south by S. 7th St., west by 10th Av. S.

7th Ward.—On north by E. 24th St., east by Hiawatha Av., 28th St. and 21st Av., south by city limits, west by Chicago Av.

8th Ward.—On north by Franklin Av., Nicollet Av., and E. 24th St., east by Chicago Av., south by 34th St. (laid out and extended), west by western city limits.

9th Ward.—On north and east by city limits, south by Division and S. E. 9th Sts. and Central Av., west by N. E. 5th St.

10th Ward.—On north by city limits, east by river, south by 26th Av. N., west by west city limits.

11th Ward.—On the north by S. 7th St., east by river, south by E. 24th St. and west by 10th Av. S.

12th Ward.—On the north by E. 24th St., east by river, south by city limits and west by 21st Av. S., E. 28th St. and Hiawatha Av.

13th Ward.—North by 34th St., east by Chicago Av., south and west by city limits.

STATE LEGISLATIVE DISTRICTS.—Members of the state senate and house of representatives are elected from the following districts either wholly or partly within the city limits, each district being entitled to elect one senator and two representatives:

28th District.—1st ward; 1st precinct 10th ward; 1st, 2nd, 3rd and

4th precincts 3rd ward; 4th and 5th precincts 9th ward.

29th District.—2nd ward; 1st, 2nd, 3rd, 6th, 7th, 8th and 9th precincts 9th ward; and the town of St. Anthony.

30th District.—4th ward.

31st District.—5th and 6th wards.

32nd District.—11th and 12th wards.

33rd District.—7th and 13th wards.

34th District.—8th ward.

35th District.—5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th and 13th precincts 3rd ward; 2nd, 3rd, 4th, 5th, 6th and 7th precincts, 10th ward.

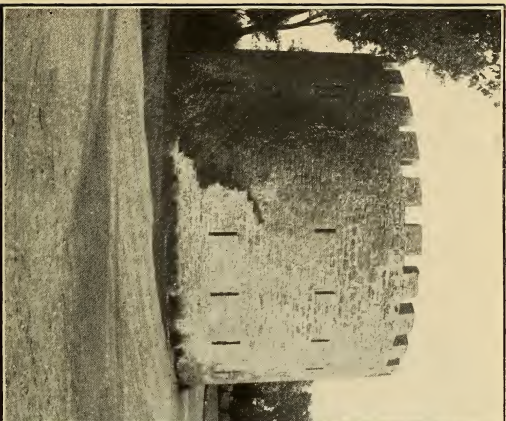
VOTING PRECINCTS.—In compliance with the terms of the state law and for convenience in conducting elections the city is divided into 115 precincts or election districts which are apportioned among the wards as follows:

First, 9; Second, 9; Third, 15; Fourth, 19; Fifth, 16; Sixth, 5; ington Av. between Second and Third Aves. S., is the second Federal Building to be constructed in Seventh, 14; Eighth, 23; Ninth, 14; Tenth, 9; Eleventh, 8; Twelfth, 11; Thirteenth, 14.

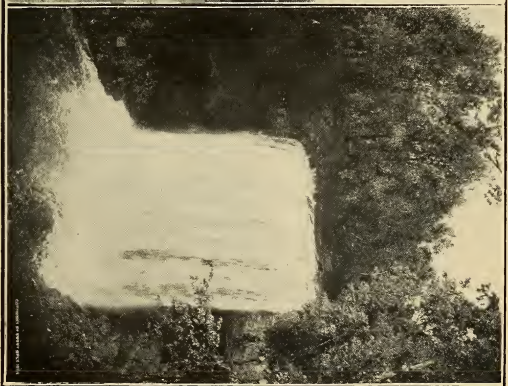
Politics.—In national elections Minneapolis has ordinarily been classed as "republican" but in municipal elections there has been much fluctuation between the two prominent parties. Since 1880 six democratic and eight republican mayors have been elected.

In 1912 the non-partisan system of nomination went into effect with the result that Wallace G. Nye, a republican in affiliations, was elected over Thomas Van Lear, who was supported by the socialists.

In 1887, the time of holding municipal elections was changed from April to November making them occur at the same time as the state and national elections. The vote of the City of Minneapolis for mayor in the election of 1916 showed 64,983 votes cast, as follows:



OLD ROUND TOWER
Fort Snelling



MINNEHAHA FALLS



KASOTA BUILDING

Corner of Fourth Street and Hennepin Avenue

Center Retail and Wholesale District
Vaults for Moving Picture Films Display Rooms for Manufacturers' Agents, Etc.

FOR MAYOR.

WARDS.	Total for Mayor...	Otto S. Langum, Non-Partisan ...	Thomas Van Lear, Non-Partisan ...
First	2784	889	1895
Second	4356	2468	1888
Third	6977	2777	4200
Fourth	6336	3450	2886
Fifth	5250	2724	2526
Sixth	1797	506	1291
Seventh	5035	2268	2767
Eighth	9021	6363	2658
Ninth	4956	1634	3322
Tenth	4039	1350	2689
Eleventh	3309	1226	2083
Twelfth	4690	1599	3091
Thirteenth	5967	3979	1988
Totals	64517	31233	33284
Soldier vote..	466	306	160
Grand total..	64983	31539	33444
Majorities or pluralities ...			1905

The vote for mayor in the last two decades has been as follows :

	Rep.	Dem.	Pluralities.
1880..	3,039..	1,690....	Rand, R.....1,349
1882..	3,505..	5,259....	Ames, D.....1,754
1884..	12,244..	5,876....	Pillsbury, R....6,388
1886..	10,011..	15,151....	Ames, D.....5,140
1888..	17,882..	14,759....	Babb, R.....3,123
1890..	11,000..	17,200....	Winston, D.....5,200
1892..	17,910..	15,728....	Eustis, R.....2,182
1894..	19,666..	15,343....	Pratt, R.....4,323
1896..	25,401..	16,610....	Pratt, R.....8,791
1898..	9,494..	16,066....	Gray, D.....6,572
1900..	17,292..	12,732....	Ames, R.....4,560
1902..	14,437..	20,345....	Haynes, D.....5,908
1904..	18,445..	13,189....	Jones, R.....256
1906..	18,213..	21,778....	Haynes, D.....3,565
1908..	19,558..	19,814....	Haynes, D.....266
1910..	12,754..	12,788....	Haynes, D.....34

Population.—The following table shows the growth of the city in forty years according to the U. S. census :

Population.	Gain in 10 yrs.
1850.....	538
1860.....	5,849
1870.....	18,079

1880.....	46,887	28,808
1890.....	164,738	117,851
1900.....	202,718	37,980
1910.....	301,408	98,690

The figures for 1850 are those of the village of St. Anthony alone, Minneapolis not then being in existence; those of 1860 and 1870 are the combined population of the two towns. In 1872 the two places were permanently united. In the 10 years from 1880 to 1890 Minneapolis gained 251.75 per cent in population, a rate of increase not equalled by any city of the same class.

The population in 1918 is estimated at about 425,000.

Portland Avenue.—The continuation of 6th Av. S. from 11th St. to city limits. It is 100 feet wide with broad sidewalks and grass strips.

Post Office.—The New Post Office Building, located on Wash-Minneapolis. It was occupied January 15, 1915, and is devoted entirely to postal business. The building covers the entire block, being one story in height over the largest area and three stories to a depth of 100 feet along the Third Avenue elevation. The first floor is devoted to the Mailing Division—incoming and outgoing; Registry Section, Money Order Section and Stamp Section, and offices of the Postmaster, and superintendent of mails. On the second floor are the offices of the Custodian, Assistant Postmaster, Railway Mail, Post Office Inspector and Cashier. On the third floor are the Examination Rooms for the Post Office and the Civil Service. The Dispatch Room is in the rear facing the court-yard on Second Av. S.

The building is the largest improved modern Post Office at present constructed in the United States.

Edward A. Purdy is Postmaster, and C. W. Kerr, assistant post-

master in charge of Finance Division and J. C. Crowley, superintendent of mails in charge of mailing division.

BRANCH OFFICES.—There are branch offices as follows:

Traffic Station.—623 1st Av. N...

Commerce Station.—Old Chamber of Commerce Bldg.

St. Anthony Falls Station.—22 Univ. Ave. S. E.

Calhoun Station.—Lake St. and Lyndale Av.

Lake St. Station.—Blaisdell Av. and Lake St.

Highland Station.—1910 N. Wash-
ington Av.

Camden Station.—709 42d Av. N.

Bloomington Station.—1501 E. Lake St.

Linden Hills Station.—2733 W. 43rd St.

Station F (Rural carriers).—54th St. and Lyndale Av. S.

These branch offices perform all the functions of a regular post office. In addition to these are 59 numbered stations which issue and pay money orders, register letters and sell stamps.

POST OFFICE HOURS.—The general post office is open for the reception of mail from 5 o'clock a. m. to midnight, and for general business from 7:30 a. m. to 7:30 p. m., except Sundays. Cashier's office, from 9 a. m. to 4 p. m. For the transaction of registry business, from 7:30 a. m. to 9 p. m., and for money order business from 8:15 a. m. to 7:30 p. m.

The carrier stations are open for general business from 7:30 a. m. to 6:00 p. m.

The numbered stations in drug stores, etc., are open for business at all hours of the day and evening, including Sundays.

ARRIVAL AND DEPARTURE OF MAILS.—Nearly all mails arrive and depart both morning and evening. Eastern mails leave, usually, very early, the closing hour (varying with the railroad schedules) being ordinarily not later than 5:30 p.

m. for the "fast mail." The important eastern mails arrive from 8 to 9 a. m.

DELIVERY OF MAILS.—Through the central portion of the city from three to six deliveries are made daily. Outside two or three is the rule. A 10c "special delivery" stamp secures immediate delivery to any part of the city between 7 a. m. and 11 p. m. Ordinary stamps may be used for special delivery, provided the words "Special Delivery," or their equivalent, are written conspicuously on the envelope.

There are 2,000 lock boxes in the post office which may be rented at prices ranging from \$2 per quarter up.

COLLECTION OF MAILS.—Street boxes are located in all parts of the city and letter chutes are found in all office buildings of importance. From boxes in residence sections there are from one to six daily collections. From boxes in business section 10 to 20 collections. No Sunday collections except from boxes located on car lines. From these and from boxes in business sections there is one collection Sunday between 2 and 4:30 p. m. Collection wagons within the central business district will call for large quantities of mail upon application.

RATES OF POSTAGE.—Rates of domestic postage are as follows:

First Class.—Letters and all written matter whether sealed or unsealed, and all other matter, sealed, nailed, sewed, tied or fastened in any manner so that it cannot easily be examined, two cents per ounce or fraction thereof. Postal cards 1c, with "Return" card 2c.

Second Class.—All regular newspapers and periodicals issued at intervals not exceeding three months, 1 cent for each four ounces.

Third Class.—Printed books, pamphlets, circulars, engravings, lithographs, proof-sheets and man-

uscript accompanying the same and all matter of the same general character, and not having the character of personal correspondence, circulars produced by hektograph or similar process, or by electric pen; limit of weight 4 pounds, except single books exceeding that weight, 1c for each two ounces or fraction thereof.

Packages of books weighing more than 8 oz. are now under Parcel Post rates.

PARCEL POST.

Fourth Class.—All mailable matter not included in the three preceding classes, which is so wrapped as to be easily examined. Rate, 1c per ounce or fraction thereof up to 4 oz. Over that weight the limit is 50 lb. for a distance of 150 miles and 20 lb. beyond that distance. Weights over 4 oz. are chargeable with postage by the following scale:

Zones	Distance	1st	Each
1st & 2nd. .	150 mi.	5c	1c
3rd	300 mi.	6c	2c
4th	600 mi.	7c	4c
5th	1,000 mi.	8c	6c
6th	1,400 mi.	9c	9c
7th	1,800 mi.	11c	10c

Liquids not admitted except under conditions which may be learned at the postoffice. Injurious substances, as explosives, habit forming drugs, etc., are not admitted. Perishable goods cannot be shipped over 150 miles.

Foreign Postage.—Domestic letter postage of two cents an ounce or fraction of an ounce is applicable to the U. S. and its Provinces, also to Canada, Cuba, Mexico, Republic of Panama, Bahamas, Barbadoes, British Honduras, Leeward Islands, Newfoundland, Germany (by direct steamer only), England, Scotland, Wales, Ireland and the city of Shanghai, China. To all other places the postage is five cents for first ounce and three cents for each additional ounce or fraction, which must be fully prepaid.

FOREIGN PARCELS POST. — Unsealed packages of mailable mer-

chandise may be sent by Parcels Post to Germany, Jamaica, Barbadoes, the Bahamas, British Honduras, Mexico, the Leeward Islands, the Republic of Columbia, Costa Rica, the Danish West Indies and Salvador, British Guiana, Windward Islands and Newfoundland, Hong Kong, Japan, Norway, Belgium, Great Britain, Sweden, Peru, Denmark, Ecuador, Bermuda and Australia at the postage rate of 12 cents per pound.

POST CARDS.—Post cards manufactured by private parties bearing either written or printed messages are transmissible in the domestic mails prepaid 1 cent and in the mails of the Postal Union prepaid 2 cents each, by stamps affixed, when they conform to the regulations, which may be learned on application.

MONEY ORDERS.—For money orders the following fees are charged:

\$2.50 or less, 3c; \$5 or less, 5c; \$10 or less, 8c; \$20 or less, 10c; \$30 or less, 12c; \$40 or less, 15c; \$50 or less, 18c; \$60 or less, 20c; \$75 or less 25c; \$100 or less, 30c. Office open from 9 a. m. to 9 p. m.

REGISTRY.—Registry fee, ten cents, which, with the postage, must be fully prepaid. Office open from 9 a. m. to 9 p. m. All carriers are authorized to receipt for registered letters.

POSTAL SAVINGS DEPARTMENT.—In money order department.

DIRECTING MAIL.—Direct mail matter to a post office; writing the name of the state plainly; and if to a city, add the street and number or post office box of the person addressed; or "general delivery" if your correspondent is temporarily there. Write or print your own name and address upon the left hand upper corner of the wrapper of all classes of mail sent.

POSTAL BUSINESS.—The receipts of the Minneapolis post office in exceed \$3,000,000 annually.

Powderhorn Park.—A tract of 65 acres at 10th Av. S. and 32d St., surrounding and including Powderhorn Lake. Chicago & Fremont or Plymouth & Bloomington Lines. (See PARK SYSTEM.)

Presbyterian Churches. — Andrew Presbyterian church in East Minneapolis had its origin in the year 1857. On the west side the First Presbyterian church was organized in 1853 and Westminster in 1857. The denomination now numbers the following 22 churches and missions:

ANDREW.—Cor. 8th Av. S. E. and 4th St.

ALDRICH AV. CHURCH.—S. Aldrich Av. and 35th St.

BETHANY CHURCH.—Cor. Oak and Essex Sts. E. D.

BETHLEHEM.—Cor. Pleasant Av. and W. 26th St.

CALVARY.—Bryant and 37th Av. N.

FIFTH.—Cor. N. Lyndale and 4th Av. N.

FIRST.—Cor. Portland Av. and E. 19th St.

GLEN CAR CHAPEL.—Talmadge and 25th Av. S. E.

GRACE.—Cor. Humboldt Av. and 28th St.

HIGHLAND PARK.—Cor. 21st Av. N. and Emerson Av.

HOMEWOOD.—Plymouth and Queen Avs.

HOPE CHAPEL.—Wash. Av. bet. 19th and 20th Avs. N.

HOUSE OF FAITH.—Cor. Broadway and Jefferson Sts. N. E.

KNOX.—48th St. and S. Lyndale Av.

OLIVER.—Cor. Bloomington Av. and E. 27th St.

RIVERSIDE.—Cor. 20th Av. S. and Riverside Av.

SHILOH.—Cor. 24th Av. N. E. and Central Av.

STEWART MEMORIAL.—Cor. Stevens Av. S. and 32nd St.

VANDEBURGH.—Cor. 30th Av. S. and 33rd St.

WELSH.—2917 15th Av. S.

WESTMINSTER.—Cor. Nicollet Av. and 12th St.

Presbyterian Headquarters, 703 Plymouth Bldg. Rev. W. R. Harshaw, Supt. Home Missions; R. F.

Sultzter, in charge Sunday School Missions.

Prisons. (See POLICE, COURT HOUSE and WORKHOUSE.)

Private Schools.—There are a number of successful institutions of this class. Among them may be mentioned:

BLAKE SCHOOL FOR BOYS.—Blake Station, Como-Hopkins electric line.

NORTHROP COLLEGIATE SCHOOL.—511 Kenwood Parkway. Boarding and day school for girls.

HANDICRAFT GUILD.—89 S. 10th St.

HOLY ANGELS ACADEMY.—4th St and 7th Av. N. Boarding and day school for girls.

STANLEY HALL.—2118-2122 Pleasant Av. Boarding and day school for girls.

ST. MARGARET'S ACADEMY.—13th St. and Hawthorn Av. Grammar and high school for girls.

Probate Court.—The rooms of the Hennepin county probate court are in the court house on 4th St.

Pro-Cathedral. — (See CATHEDRAL.)

Produce Exchange.—The Minneapolis Produce Exchange is composed of commission merchants and dealers handling fruit, eggs, butter, poultry and this class of goods. Sixth St. and 2nd Av. N.

Prominent Buildings. (See BUILDINGS.)

Protestant Episcopal Churches. (See EPISCOPAL CHURCHES.)

Public Improvements.—All public improvements are under the direct control of the city council and its committees and under the immediate supervision of the city engineer. An exception must be made in the case of parks, which are under the management of the board of park commissioners. (See PARKS.) Street grading is paid for by a regular assessment for each ward, which is added to the general tax levy. The amounts thus raised are disbursed under the di-

rection of the aldermen of each ward, a "street commissioner" having charge of the actual work. The cost of paving, curb and gutter, sewers, water mains and sidewalks (the latter when not laid by the owner) is assessed upon abutting property at an equal rate per front foot, the city, however, paying for all such work at the intersection of streets. (See PAVING, SEWERS, BRIDGES, etc.)

Public Library.—Cor. Hennepin Av. and 10th St. The public library was the outgrowth of a private institution, the Athenaeum, incorporated in 1860 and endowed by Dr. Kirby Spencer. In 1884 steps were taken to establish a public library with the understanding that a consolidation with the Athenaeum should be effected, and upon the establishment of the library board, a contract was made by the terms of which the Athenaeum was to place its entire collection in the city library building.

By the terms of the public library act, \$50,000 in private subscriptions was required to supplement the public issue of bonds. This sum was secured in a few weeks, such prominent men as T. B. Walker, (who was a leader in the enterprise from the start), C. A. Pillsbury, Thos. Lowry, W. D. Washburn, Clinton Morrison, C. G. Goodrich, W. S. King and J. Dean subscribing \$5,000 each. The site cost \$63,867. Work was begun on the building in 1886 and it was completed and furnished in 1889 at a cost of \$270,000 more. It is occupied by the library, and the Minnesota Academy of Natural Sciences. The librarian is Miss Gratia A. Countryman.

THE BUILDING.—The building has a frontage of 116 feet on Hennepin and 150 on 10th St., and is three stories above the basement. The walls are Lake Superior brown

stone. The main entrance on Hennepin Av. consists of two doorways, each 11 feet wide and 12½ feet high, and surmounted by a polished gray granite cap stone, the two being separated by a cluster of three polished granite shafts. The entire front is broken up with large arched windows with elaborately carved casements and cap stones. The architecture is Romanesque. Just within the entrance there is a staircase hall 36 feet square and extending upward 80 feet. The grand staircase, 17 feet wide, runs up the centre of the hall to the first floor landing, and on either side are secondary flights leading upward and downward, with landings midway between the floors.

On the first floor is the open shelf room in the north corner and the delivery room at the head of the stairway. Book stacks occupy the 10th St. side on first and second floors and the second floor of a new wing on the side toward 11th St., while the art department and reference occupy the third floor. The art department is shelved with steel roller shelves and furnished with large sloping desks and tables, and is now the finest department of its kind in the West, filling a room 28x103 feet. The museum and art gallery occupy the entire fourth floor.

BOOKS AND THE BOOK ROOMS.—In December, 1889, when the library was opened there were about 30,000 books upon its shelves. In December, 1916, there were nearly 320,000 books and the number is constantly increasing. During 1888 Mr. Herbert Putnam, then librarian, spent some time abroad and secured some 17,000 volumes, of especial value, at very low prices. The peculiarly happy union of two purchasing funds—one the Athenaeum fund, designed more especially for the purchase of reference material, and the other the

money raised by general taxation, and therefore, naturally, appropriated to more popular classes of literature—has enabled the librarian to build up both the reference and the more popular departments, with a very unusual independence. The result is, that the library while not a very large one, contains a great deal of expensive reference material in the way of long sets of serial publications of learned societies, illustrated works on natural science, etc., very rarely to be met with in a free city library of its size. The three main reading rooms accommodate 250 readers. Thirty-eight alcoves, with desks and chairs, afford quarters for investigators and students.

There are about 92,000 borrowers' cards out and an average of 5,300 books are issued each day.

BRANCHES.—There are fourteen branches of the library as follows:

A—North Branch, Emerson Av. near Twentieth Av. N.

B—Franklin Branch, cor. Franklin and 14th Av. S.

C—Pillsbury Branch, 100 University Av. S. E.

E—Thirty-sixth Street Branch, 36th St. and 4th Av. So.

G—Seward School Branch, Twenty-eighth Av. S. and 24th St.

H—New Boston Branch, 22d and Central Av. N. E.

HE—Walker Branch, 2900 Hennepin Av.

K—Sumner Branch, 901 6th Av. N.

L—Lyndale Branch, 610 W. Lake St.

M—Camden Park Branch, Webster Field House, Camden Pl.

N—Unity Branch, 1718 N. Third St.

R—Linden Hills Branch, 2720 W. Forty-third St.

S—Seven Corners Branch, 300 Fifteenth Av. S.

Business and Municipal Reference Branch, 508 2nd Av. So.

All these branches have reading rooms supplied with various magazines and periodicals.

Besides the branches there are

also 23 deposit stations where books called for are delivered:

No. 1—Court House. No. 2—11 W. 26th St. No. 3—2940 Bloomington Av. No. 4—1401 University Av. S. E. No. 5—4337 France Av. S. No. 6—3124 Emerson No. No. 7—3464 Minnehaha Av. No. 8—1807 Plymouth Av. No. 9—Grand and 26th Av. N. E. No. 10—Orlin and Malcolm S. E. No. 11—4301 East 50th St. No. 12—4253 Nicollet Av. No. 13—23rd Av. S. and Franklin. No. 14—14th and Talmadge S. E. No. 15—Oak and Washington S. E. No. 16—1600 Western Av. No. 17—118 Hennepin Av. No. 18—2122 6th Av. N. No. 19—38th. Street and Grand. No. 20—38th Av. S. and 31st St. No. 21—4553 Bryant Av. S. No. 22—Minnehaha and 40th St. No. 23—Penn and 36th Av. N. No. 24—48th St. and 28th Av. S.

REGULATIONS.—The Library is open on all week days, not legal holidays, from 8:30 a. m. till 10 p. m.; but no books are issued for circulation after 9:00 p. m. The reading rooms and reference de-birches grow in profusion along the high bluff overhanging the ripartments are open on Sundays and legal holidays from 2 until 10 p. m.

Each adult borrower may have a card upon which two volumes of fiction and as many volumes of non-fiction as are needed, may be drawn at a time.

Books may be retained for 14 days, and may be renewed for the same period. Books of recent purchase, marked "Seven Day Books," may not be retained more than one week and cannot be renewed.

A fine of 2 cents a day must be paid on each volume which is not returned according to rule.

In addition to the 500 periodicals and newspapers to be found in the reading rooms the library circulates about fifty of the

more popular magazines, the total of such copies amounting to 400 per month, and the time being restricted to three days.

In the case of books of great popularity, in addition to the free copies furnished, the library provides copies, the number varying according to the demand, which are loaned at a charge of 5c a week.

Public Morals Commission.—

Authorized by city council to investigate the moral conditions of the city with special reference to social vice, and to report its findings not less than once in three months, and more frequently if advisable, to the mayor and the council.

Public Schools.—In point of efficiency, thoroughness, quality of teaching force, buildings and general management, the public schools of Minneapolis are as well equipped as the best. The board of education (See CITY OFFICERS) is chosen directly by the people. B. B. Jackson is the superintendent of schools. Minneapolis has now a very satisfactory group of school buildings. It is the accepted policy "to build well and cheaply; to plan pleasing, substantial and commodious structures; to fit them with all modern improvements; to make matters of plumbing, lighting, heating and ventilation of vital importance; to make, in short, a perfect school building, with due regard meanwhile to economy." In the new buildings the light enters all school rooms from the left side only of the seated pupil. Two stories and a basement are the model. The basement provides for play rooms, manual training shops, etc. A number of buildings have large auditoriums suitable for neighborhood and other meetings.

There are 81 school buildings in the city, about 1,700 teachers and about 54,000 pupils enrolled. There

are five high schools with an enrollment of over 9,000 pupils.

Manual training is taught in the high school course of four years with the greatest success. The system employed is designed to give skill and precision in the handling of tools and to give the pupil a training in mechanical principles, in drawing, in designing and in the treatment of materials, that will enable him very readily to acquire the practical technique of any particular mechanical trade. It also fits him for a course in mechanics offered by any university in the United States. Aside from this direct preparation for higher mechanical pursuits the manual training work does not lose sight of its primary and original purpose of development of mind and character through the training of eye and hand. (See INDUSTRIAL EDUCATION.)

Commercial courses are arranged to give studies which will fit young men and young women to go into commercial positions as stenographers, bookkeepers, or general office assistants. The home economics course gives girls a chance to become efficient home makers or prepare for entrance into culinary occupations or the needle trades, while the arts course is designed for the person who wishes to specialize in music, drawing or handicraft.

Manual training, cooking and sewing are also a part of the work of the sixth, seventh and eighth grades.

Intermediate or Junior High Schools have been established in the Bremer, Franklin, and Seward buildings and others will be established as soon as conditions warrant. These schools include the seventh, eighth, and ninth grades and with their additional equipment offer special opportunities for boys and girls to try themselves out and be guided to their life's work.

Summer schools are maintained by Board of Education for six to eight weeks during July and August to give backward pupils an opportunity to make their grades and to enable bright pupils to secure an extra promotion. Night schools are maintained by Board of Education from October to April, giving instruction in academic and industrial subjects. Enrollment this year has exceeded 9,000.

In connection with the state university the school system of the city has a certain completeness within itself. The pupil may pass through all grades into the university, or may from the high school enter one of the state normal schools, and in due time secure a position as a teacher in the schools.

The schools open about the 1st of September and close the middle of June. Holidays occur on Labor day, at Thanksgiving, from Christmas to New Year's, Washington's and Lincoln's Birthdays, at Easter and on Memorial day.

The offices of the school board and superintendent are in the city hall where the assistant secretary and the business superintendent are to be found. Regular board meetings are held on the second and last Tuesdays of the month. Running expenses of the school system are about \$2,500,000 annually.

NAMES AND LOCATIONS OF SCHOOLS.

CENTRAL HIGH.—4th Av. S. and 34th St.

EAST HIGH.—4th St. and 1st Av. S. E.

NORTH HIGH.—Fremont and 17th Avs. N.

SOUTH HIGH.—Cedar Av. and E. 24th St.

WEST HIGH.—Hennepin Av. and 28th St.

GIRLS' VOCATIONAL HIGH.—4th Av. S. and 12th St.

ADAMS.—16th and Franklin Avs.

BLAINE.—3rd St. and 12th Av. N.
BREMER.—Fremont and Lowry. Avs. N.

BRYANT.—37th St. and Clinton Av.

BRYN MAWR.—Russell Av. and Cedar Lake Road.

CALHOUN.—Girard Av. near Lake St.

CLARA BARTON.—Colfax Av. and 43d St.

CLAY.—4th St. and 20th Av. S.
CLINTON.—Clinton Av. and 28th St.

COLUMBUS.—Winter St. and 24th Av. S. E.

CORCORAN.—34th St. and 19th Av. S.

CYRUS NORTHROP.—16th Av. S. and E. 46th St.

DOUGLAS.—Franklin and Dupont Avs.

EMERSON.—14th St. and Spruce Pl.

EUGENE FIELD.—Portland Av. and E. 48th St.

EVERETT.—University and 6th Avs. N. E.

FRANKLIN.—4th St. and 15th Av. N.

GARFIELD.—Chicago Av. and 24th St.

GEO. BANCROFT.—14th Av. S. and 38th St.

GRANT.—Girard and 12th Avs. N.

GREELEY.—26th St. and 12th Av. S.

GROVER CLEVELAND.—Russell and 33rd Avs. N.

HAMILTON.—Girard and 44th Av. N.

HARRISON.—James and 4th Avs. N.

HAWTHORNE.—6th St. bet. 24th and 25th Avs. N.

HIAWATHA.—42nd St. and 42nd Av. S.

HOLLAND.—Washington St. and 17th Av. N. E.

HOLMES.—5th St. and 3d Av. S. E.

HORACE MANN.—Chicago Av. and 34th St.

IRVING.—28th St. and 17th Av. S.

JACKSON.—4th St. and 15th Av. S.

JOHN ERICSSON.—31st Av. S. and 44th St.

JOHNSON.—31st St. and 37th Av. S.

JULIA WARD HOWE.—41st Av. S. and E. 36th St.

KENWOOD.—S. Penn bet. Franklin Av. and W. 21st St.

LAKE HARRIET.—Sheridan Av. and 42nd St.

LA FAYETTE.—Laurel and Lyndale Aves.

LINCOLN.—Penn and 10th Av. N.

LOGAN.—Emerson and 18th Aves. N.

LONGFELLOW.—Lake St. and Minnehaha Av.

LOUIS AGASSIZ.—Harriet Av. and W. 38th.

LOWELL.—22nd St. and 23rd Av. N.

LYNDALE.—Lyndale Av. and W. 34th St.

MCKINLEY.—Bryant and 37th Av. N.

MADISON.—5th Av. S. bet. 15th and 16th Sts.

MARCY.—7th St. and 11th Av. S. E.

MARGARET FULLER.—Harriet Av. and W. 48th St.

MARIA SANFORD.—29th Av. N. and 6th St.

MILES STANDISH.—22nd Av. S. and E. 40th St.

MINNEHAHA.—51st St. bet. 38th and 39th Aves. S.

MONROE.—Franklin and 23rd Avs. S.

MOTLEY.—Oak St. and Washington Av. S. E.

NICOLLET.—Upper Nicollet Island.

PEABODY.—2½ St. and 19th Av. S.

PENN.—Penn and 36th Aves. N.

PIERCE.—Fillmore St. near Spring St. N. E.

PILLSBURY.—B. St. and 23rd Av. N. E.

PRESCOTT.—Taylor St. and 25th Av. N. E.

ROBERT FULTON.—Vincent Av. and 49th St.

ROSEDALE.—Wentworth Av. and W. 43rd St.

SEWARD.—24th St. and 28th Av. S.

SCHILLER.—26th Av. N. E. and California St.

SHERIDAN.—Broadway and University Av. N. E.

SIDNEY PRATT.—Malcolm and Orlin Aves.

SIMMONS.—Minnehaha Av. and 38th St.

SUMNER.—Aldrich and Sixth Aves. N.

THOMAS ARNOLD.—9th Av. S. E. and 4th St.

THOMAS LOWRY.—Lincoln St. and 29th Av. N. E.

TUTTLE.—Talmage Av. and Oak St.

VAN CLEVE.—25th Av. and Jefferson St. N. E.

WASHINGTON.—8th Av. S. and 6th St.

WEBSTER.—Summer and Monroe Sts. N. E.

WHITNEY.—Pierce St. and 19th Av. N. E.

WHITTIER.—Blaisdell Av. and 26th St.

WILLARD.—Queen and 16th Aves. N.

(See EDUCATION, UNIVERSITY, INDUSTRIAL EDUCATION, etc.)

Pumping Stations.—(See WATER WORKS.)

Quarantine Station.—An isolation station for the detention of persons afflicted with smallpox, located west of Lake Calhoun. In charge of the Health department (which see).

Radisson Hotel.—One of the finest hotels in the West, opened to the public January, 1910. It is a twelve-story, reinforced steel and concrete structure on Seventh St., between Hennepin and Nicollet Aves., entirely fireproof and equipped in the most modern way. It has 350 rooms. The main entrance on Seventh St. leads directly into the magnificent lobby, finished in Italian marble throughout. Seven electric high speed elevators give access to the upper floors.

Adjoining the lobby is the formal dining room, "The Chateau Room," a replica of the grand dining hall of Chateau Blois, France, with tapestries and special furniture after models of the Francois Premier period. Towards the rear of the lobby is the secluded and

restful men's cafe, "The Viking Room," with wainscoting and furnishings carved after the models of ancient Norse handicraft and mural paintings and decorations of the Viking period. The Teco Inn, a cafe opened in September, 1912, located downstairs, is one of the most unique dining rooms in this country and a show place of the city. It is finished in Teco tile throughout, the decorations represent landscapes taken locally and from the West and Northwest.

The ladies' parlors, the library, the ball room and banquet hall and four private dining rooms, including the Empire Room, are located on the first (balcony) floor. The billiard room and barber shop are located in the basement.

The appointments of the hotel include every contrivance known to modern hotel construction for perfect sanitation as well as the comfort and convenience of its guests. The air entering the public rooms is filtered, as is the water circulating to its guests and dining rooms. It has vacuum cleaning system and automatic thermostat temperature control. It has a complete power, electric, heating, ventilating and refrigerating plant; carpenter, upholstering, decorating, printing and laundry departments, telephone, telautograph, master and secondary clock systems.

The decorative scheme of the Radisson is restful and in good, harmonious taste, with no approach to garishness. The construction, equipment, decorations and furnishings of the hotel represent an investment of almost \$2,000,000.

Railroads.—Nine great railways afford transportation facilities for Minneapolis. Their numerous branches and divisions, if counted separately, would double the number. Trains arrive and depart daily over a score of routes. The railway systems represented in the

city aggregate about 40,000 miles of lines, and include the strongest corporations of the kind in the West. Seven railways connect Minneapolis with Chicago and the eastern lines there terminating, but the city is in a measure independent of Chicago. The Minneapolis, St. Paul & Sault Ste Marie Railroad, with its Canadian Pacific connection to the east, north of Lake Michigan, and several "lake and rail" routes via Duluth, Green Bay, Milwaukee and Gladstone, give independent outlets to the seaboard. To the westward there is a choice of five routes to the Pacific coast. Every section of Wisconsin, Minnesota, the Dakotas, Nebraska and Montana is in direct communication with Minneapolis.

The Chicago, Milwaukee & St. Paul, Northern Pacific, Great Northern, "Soo" line, Chicago, St. Paul, Minneapolis & Omaha ("The Northwestern Line"), Chicago Great Western, C., R. I. & P. and Minneapolis & St. Louis have acquired extensive terminal facilities in the city. (See RAILROAD STATIONS, TICKET OFFICES, etc.)

Railroad Shops.—The Chicago, Milwaukee & St. Paul, the Minneapolis & St. Louis and the "Soo" railways have extensive shops in the city, and take rank among the largest local employers of skilled labor. The aggregate value of the real estate, terminal property and shops owned by these companies is very large, probably exceeding \$8,000,000. The total number of hands employed in the shops is about 2,000, and their earnings per annum amount to over \$1,000,000.

Railroad Stations.— Passenger trains of five railroads entering the city, arrive at and depart from the Great Northern passenger station which is at the foot of Hennepin and Nicollet Aves. This

station is used by the Great Northern; Northwestern Line; Chicago, Burlington & Quincy; Great Western and Northern Pacific. The building is a modern structure, completed in 1914. (See GREAT NORTHERN STATION) Como-Harriet; Oak & Harriet; Kenwood & Johnson; Nicolet & Central; Washburn Park & Columbia Heights; Marquette & Grand; Monroe & Bryant and Western & 2nd St. N. E. electric lines.

The Chicago, Milwaukee & St. Paul passenger station is on Washington Av. at the corner of 3rd Av. S. It is a handsome new building, three stories in height and surmounted by a lofty clock tower. There are commodious waiting rooms, baggage rooms, and all the conveniences of a modern railway passenger station. The train sheds are on the level of the main floor of the station. Besides the C. M. & St. P. R'y the C. R. I. & P. and Minneapolis, St. Paul & Sault Ste Marie railroads use this station. St. Paul & Minneapolis; Minnehaha or 50th St. & Camden electric cars.

The Minneapolis & St. Louis R'y has its own station at Washington and 4th Aves. N. It is within easy walking distance from the business center and the Chicago & Fremont; 50th St. & Camden and the Plymouth & Bloomington electric cars pass the station.

(See TICKET OFFICES, RAILROADS.)

Railroad Ticket Offices. (See TICKET OFFICES.)

Reading Rooms.—There are reading rooms at the public library, Cor. Hennepin Av. and 10th St., where an exceedingly fine collection of magazines and newspapers is on file. Readers also have the use of the extensive reference department, and in fact of all the books in the library. The rooms are open from 8:30 a. m. to 10 p.

m.; on Sundays from 2 p. m. till 10 p. m. Any person of good deportment may use the reading rooms and consult works in the library whether a card holder or not. Besides the central library reading rooms each of the twelve branches has a large well lighted reading room liberally supplied with periodicals. (See PUBLIC LIBRARY.)

Real Estate.—There are about 850 real estate agents or firms whose names appear in the Minneapolis directory. As some of these employ many clerks and assistants it is safe to say that there are at least three thousand persons engaged in the business in the city. The daily transfers of real estate, as recorded in the office of the register of deeds, are published in the papers and scanned with interest. There has been a decidedly healthy movement in Minneapolis real estate in late years. Business property has been the object of liberal investment and residence lots and houses have been in active demand. An unusually large number of dwellings have been erected for occupancy by the owners—this tendency being quite as noticeable among the wage earners as among people of means. Business and residence property sell at less prices than in other cities of the same size and for this reason considered a most excellent investment.

The real estate transfers in 1917 aggregated \$25,192,269, the building operations, \$9,258,365.

The real estate transfers by years since 1901 have been as follows:

1901.....	\$11,557,585
1902.....	16,873,104
1903.....	13,811,346
1904.....	13,565,470
1905.....	18,125,485
1906.....	17,542,400
1907.....	24,911,962
1908.....	19,019,063
1909.....	26,360,777

1910.....	27,500,000
1911.....	24,891,670
1912.....	24,460,227
1913.....	23,812,649
1914.....	23,580,552
1915.....	33,209,086
1916.....	30,291,229
1917.....	25,192,269

Real Estate Board.—An organization of the leading real estate and financial agents for mutual advantage in the buying, selling and renting of real estate, the loaning of money upon the same and the promotion of the interests of the city of Minneapolis. The Board was organized in May, 1892, and reorganized in the spring of 1900 upon a very substantial and business-like basis, its membership consisting of the representative real estate and loaning houses of the city. The officers are: President, A. E. Zonne; Vice President, P. E. Von Kuster; Secretary, H. U. Nelson; Treasurer, J. S. Hooper; Board of Directors, M. Bartlett, W. B. Boardman, Harry C. Brace, A. C. Danenbaum, C. I. Fuller, G. N. Hoaglin, M. F. Schutt, F. G. Smith, S. S. Staring, P. E. Von Kuster, C. G. Wentworth, A. E. Zonne.

The Board maintains attractive rooms at 835 Palace Building where members are always welcome and where a large assortment of maps, atlases and books on real estate subjects are available. The work of the valuation committee of the real estate board is especially valuable to the community. The committee, under the rules, must personally examine every piece of property appraised. It consists of five members, and the valuations are reliable and unbiased. Regular meetings of the board are held each month. Information may be secured and applications for valuations made through the secretary of the board. The membership of the board is over 200. This organization is a member of the National Real Estate Exchange.

Religious Societies.—In the following list are found the more prominent religious associations of the city or those having local representatives here. Those of most importance are also found under separate heads.

AMERICAN SUNDAY SCHOOL UNION OF MINN.

AMERICAN BAPTIST MISSIONARY UNION.—405 Evanston Bldg.

CHRISTIAN WORKER'S MISSION.—29 S. Washington Av. Wm. A. Petran, director.

CONGREGATIONAL S. S. & PUB. SOCIETY.—525 Lumber Exchange.

HENNEPIN COUNTY BIBLE SOCIETY.—1015 Nicollet Av.

HENNEPIN COUNTY S. S. ASSOCIATION.—848 Plymouth Bldg.

METHODIST EPISCOPAL MISSIONARY AND CHURCH EXTENSION SOCIETY.—Rev. M. P. Burns, secretary.

MINNESOTA BAPTIST STATE CONVENTION.—405 Evanston Bldg.

UNION CITY MISSION. — 124½ Hennepin Av. C. M. Stocking, superintendent.

WOMAN'S CHRISTIAN TEMPERANCE UNION.—(See separate heading.)

YOUNG MEN'S CHRISTIAN ASSOCIATION.—10th St. and Mary Place.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION.—87 S. 7th St.

(See BENEVOLENT SOCIETIES AND INSTITUTIONS.)

Retail Stores.—Nicollet Avenue is the favorite street for the better class of retail stores, though trade is gradually extending on to the side streets. Washington Avenue South abounds with less pretentious shops. Central Avenue is the retail center of the east side, and lesser centers occur at intervals throughout the different sections of the city. Thus Cedar Avenue is a retail trade center in South Minneapolis and the vicinities of Plymouth and Washington Avenues and of Washington and 20th Av. N. in North Minneapolis are busy places. Twenty-sixth Street and Nicollet and Franklin and 16th Avenues S. are favorable points for retail business

and Lake St. has become a prominent retail thoroughfare.

Richfield.—The township lying immediately south of Minneapolis. It is an excellent farming section, with a rolling surface diversified by a score or more of beautiful lakes. Many fine drives may be had through Richfield, almost every road leading out of the city to the south being pleasant. (See DRIVES.)

Riverside Park.—A pleasantly situated tract of land on the cliffs overlooking the Mississippi is called Riverside Park. It is between 27th and 29th Aves. S. and contains nearly twenty acres. The picturesqueness and beauty of this location has always made it a favorite resort and the hand of the landscape artist has found but little work to convert it into an ideal park. In the adornment of the park the aim has been to preserve its pristine beauty. Minnehaha electric line.

Road Maps.—Road maps for automobiles and pedestrians may be had at the principal book and stationery stores and news stands. The Hudson Publishing Co., 404 Kasota Bldg., cor. 4th St. and Henn. Av. makes a specialty of maps of all kinds, carrying in stock a large variety, and supplying to order any map published.

Rose Garden.—Maintained by the park board in Lyndale park near Lake Harriet. Many varieties of roses are grown in perfection. The garden is one of the park beauty spots from June to September. Monroe & Bryant line.

Rowing.—Boats may be hired at Lakes Harriet and Calhoun and at Lake Minnetonka. (SEE BOATING.)

Safe Deposit Vaults.—For the safe keeping of valuable papers, jewelry, etc., several safe deposit vaults are maintained by responsible corporations, in which individual safes may be rented, at

from \$3 a year up. The safe renter has his own key and access cannot be obtained to the safe by anyone except himself, or his authorized agent, and then only in conjunction with the manager of the vault, who carries a master key. Protection is afforded against theft, fire, or unauthorized inspection. Vaults are located as follows:

The Minnesota Loan & Trust Company, Northwestern Bank Bldg., Marquette Av. and Fourth St.; Minneapolis Trust Company, 115 S. 5th St.; Metropolitan National Bank, Metropolitan Life Bldg., Second Av. So. and Third St.; State Bank of Commerce, 517 Marquette Av.

Sailing.—Sail-boats may be had for hire at the principal lakes in the vicinity of the city. Lakes Calhoun and Harriet and Minnetonka are the most available. At Minnetonka there are scores of private sail-boats and regattas by the yacht club are the most interesting events of the lake season.

Salaries of City Officials.—The more important are: Mayor, \$6,000; aldermen, \$1,500; city clerk, \$4,000; municipal judges, \$4,000; attorney, \$6,000; treasurer, \$5,000; comptroller \$4,000; assessor, \$4,200; inspector of buildings, \$3,500; engineer, \$7,500; commissioner of health, \$3,600; chief engineer fire department, \$4,104; superintendent of police, \$3,600; registrar water works, \$2,700.

Saloons.—Minneapolis disposes of the temperance question by a strict surveillance of the saloons under the drastic general and special legislation of the state. High license is the principal restriction. An annual tax of \$1,000 is assessed upon every saloon keeper. Application must be made for such license two weeks before the time of issue, and when the licenses are issued cash payment of the full amount must be made.

Licenses may be revoked and confiscated for disorderliness, or violation of any of the laws regulating the sale of liquor. Another statute provides that all saloons must close promptly at 11 p. m. and all day on Sundays. The "patrol limits" confine the saloons to the business part of the city and absolutely prevent their invasion of any residence quarter. There are about 435 saloons in the city. (See PATROL LIMITS.)

Sash, Doors and Finishings.—Minneapolis is the first city in the country in the "sash and door" industry. Her factories produce more "mill work" than those of any other city and in addition the city is an important jobbing point for the product of factories located elsewhere.

Savings Banks.—Savings deposits are heavy. One savings bank has 79,000 depositors and savings deposits in the city aggregate nearly \$50,000,000. (See BANKS.)

Saw Mills. (See LUMBER AND SAW MILLS.)

School Board. (See PUBLIC SCHOOLS and CITY OFFICIALS.)

School of Agriculture. (See UNIVERSITY.)

School of Design. (See MINNEAPOLIS SOCIETY OF FINE ARTS and HANDICRAFT GUILD.)

Schools. (See PUBLIC SCHOOLS, PRIVATE SCHOOLS and HANDICRAFT GUILD.)

Secret Societies.—A description of the Masonic Temple is given elsewhere. The Masons are a large and powerful body in the city and have gained prestige with the erection of such a creditable structure. Next in rank come the Odd Fellows who as yet have no building, their lodges meeting in various halls about the city. The Knights of Pythias and the Ancient Order of Foresters are very

strong and rapidly growing in membership. Among the other orders represented in the city are the Good Templars; A. O. U. W.; Knights of Honor; Druids; Royal Arcanum; Elks and Grand Army of the Republic. For the meeting places of the posts, as well as the lodges of the various secret societies the city directory must be consulted. (See MASONIC TEMPLE.)

Security Building.—A handsome ten-story office building at the corner of Second Av. S. and Fourth St. It is one of the most striking buildings in the city. The exterior is of white enameled brick with white terra cotta trimmings, the design simple and almost severely plain, but dignified and in excellent taste. There is a frontage of 152 feet on Second Av. and 132 feet on Fourth St., and on the longer front are the entrances, which admit to the main lobby, elevators and stairways. Immediately beyond is the lobby of the Scandinavian-American National Bank, which occupies most of the ground floor. This lobby is 50 by 70 feet and is surrounded by the bank offices and is lighted by twelve large skylights directly under the central court of the building. These banking rooms are perhaps the most beautiful in the northwest. Marble, bronze and delicately tinted and decorated panels and richly colored glass combined in the most refined taste give very rich effects. The tone is classical although much of the decoration is of modern type. Every detail of banking equipment is worked out in the most practical way. The remainder of the building is devoted to general office purposes. There are about 35 offices on each floor, all having outdoor light and finished in the

most sumptuous manner. The building is constructed after the latest ideas in fireproof architecture, concrete, steel, brick and tile being almost the only materials used. There are five plunger elevators. The building was erected in 1905-6.

Seeing the City.—Minneapolis is a city of "magnificent distances" and it is well to plan one's sight-seeing carefully unless unlimited time is at disposal. Otherwise a good deal of time may be lost in uninteresting places or in doubling on one's course. The principal places of interest are the retail district, the wholesale district, the flour mills, the saw mills, the Falls of St. Anthony, the state university, the public library and art collections, the parks, lakes and Minnehaha Falls. Following are a number of outlines of short trips about the city for the use of strangers, or of residents when showing visitors about. It is well to look over the map of the city before starting and have general directions and distances in mind. The time given is for continuous walking or riding at ordinary speed; if time is taken to examine the interior of buildings or to diverge from the route, allowance should be made. In each case The Gateway, at Nicollet, Washington and Hennepin Aves., is taken as the starting point; the trips may be adapted to other starting places with proper allowance for time. Combinations of the various routes may, of course, be made up to suit the individual.

1. **A HASTY GLANCE.**—Walk up Hennepin Av. to 3rd St., Nicollet House at left and Temple Court and Sykes Blk. at right; north on 3rd to 1st Av. N. and west on 1st Av. N. to 6th St., passing some of the largest wholesale houses;

south on 6th to Hennepin Av., Masonic Temple on left, Plymouth Bldg. opposite; east on Hennepin to Fifth St., West Hotel on left and Lumber Exchange diagonally opposite; south on Fifth to Nicollet; west on Nicollet to Sixth St., view up and down Nicollet, Pillsbury Bldg. at right, Glass Blk. opposite and Syndicate Blk. diagonally opposite; proceed on 6th to Marquette Av.; to 5th St., First Nat'l Bank on right; south on 5th to 2nd Av. S., passing New York Life Bldg.; east on 2nd Av. S. to 3rd St., passing Court House one block at right, McKnight and Security buildings and Metropolitan Life Bldg. at 3rd St.; north on 3rd to Marquette Av., west on Marquette to 4th St., Metropolitan Opera House at right, Phoenix Bldg., Oneida Bldg. and Northwestern Bank Bldg. at corner of 4th; north on 4th to Nicollet passing newspaper offices; east on Nicollet to Washington passing retail stores and office buildings; north on Washington to Hennepin. 30 to 40 minutes.

2. **AN HOUR'S WALK.**—Same route as in No. 1 to 6th and Hennepin; continue west on Hennepin past Lyric theatre to Public Library at 10th St.; south on 10th past First Baptist church and Y. M. C. A. Bldg. to Nicollet Av.; east on Nicollet past office buildings and retail stores to 6th St.; complete as in No. 1.

3. **FOR TWO HOURS.**—Same as No. 1 with this addition: On return to Washington and Hennepin take Oak & Harriet or Como-Harriet car going east, passing union passenger station, crossing steel arch bridge over Mississippi river with glimpse of saw mills at left and flour mills at right; through Central Av. and 4th St. S. E. (pleasant residence district) to 14th Av. S. E.; walk one block to right, enter University campus

(for description see UNIVERSITY OF MINNESOTA); walk from University grounds through Pleasant St. two blocks to Washington Av.; take west-bound Minneapolis & St. Paul car, passing across Washington Av. bridge (fine view), the flour mills at 6th Av. S., the C. M. & St. P. passenger station at 3rd Av. S., to Sixth St. and Hennepin.

4. FOR THREE HOURS.—Same as No. 3 with this addition: On return to Fifth St. and Hennepin from the University, transfer to Como-Harriet car going west; out Hennepin past Lyric theatre, Public Library at 10th St., Loring Park, Lowry Hill, through Hennepin Boul. (rapidly developing residence district), past Lake Calhoun; past Lakewood Cemetery at left; to Lake Harriet. The return may be made without leaving the car or such time as may be added to the trip may be spent in the pavilion or in exploring the lake and vicinity.

5. THE FLOUR MILLS.—Cedar & Camden or Minnehaha (Third St.) cars south on Washington Av. to 6th Av. S.; walk two blocks to the left to 1st St. Half an hour, unless the mills are entered, when at least 30 minutes more should be allowed. Washburn "A" is the largest mill in the group. Permits for visitors may be secured at the office of the Washburn-Crosby Company in the Chamber of Commerce.

6. FALLS OF ST. ANTHONY.—Same as No. 5 continuing east from 1st St. under stone arch bridge to the "apron." 30 minutes.

7. COURT HOUSE AND CHAMBER OF COMMERCE.—Plymouth & Bloomington car to Fourth Av. S., Court House at right, Chamber of Commerce at left. The interiors of these buildings are worth inspection. Take elevator to visitors' gallery in Chamber of

Commerce. It is but a short walk from the Chamber to the flour mills and 5, 6 and 8 may be combined with this trip without much loss of time.

8. FLOUR MILLS AND FALLS.—Same as No. 5 to mills on west side; turn to right at 1st St. and walk through milling district and railroad yards to 10th Av. S. (View of falls and river at left.) Cross 10th Av. S. bridge. (View of falls and milling district at left, new dam and power house which supplies electric power for street railway system, at right. University in distance at right.) At east end of bridge walk along river bank to 3rd Av. S. E. to 4th St.; electric cars to Washington and Hennepin. 1½ hours.

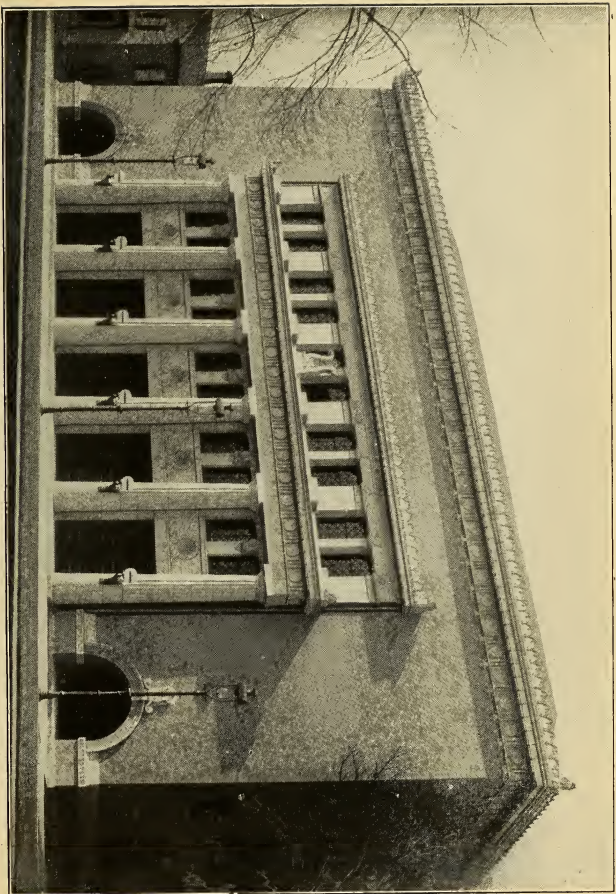
At Third Av. S. E. the great Pillsbury "A" flour mill may be visited. Permits should be secured in advance at the office of the company in the Metropolitan Life Bldg.

10. UNIVERSITY.—See No. 3, 1 hr.; if buildings are examined 2 or 3 hours.

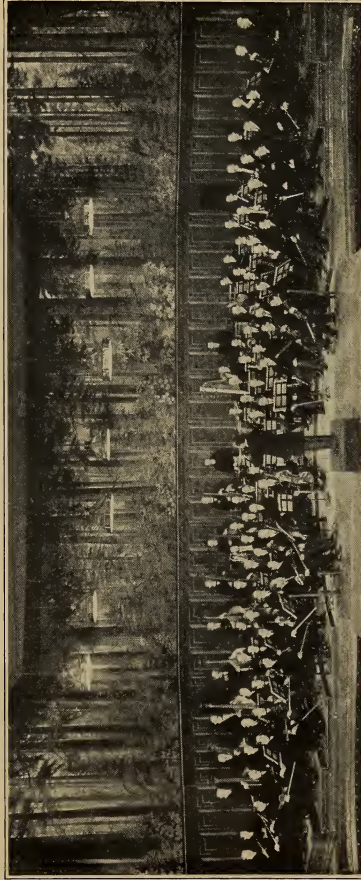
11. SAW MILLS.—50th St. & Camden cars north on Washington to 32d Av., plant of Northland Pine Co., 1½ hours. (See LUMBER AND SAW MILLS.)

12. RESIDENCES.—Many fine residences are to be seen in trips Nos. 3 and 4. To see another interesting residence section, take Chicago & Fremont cars going south to 27th St.; walk two blocks west on 27th to Park Av.; north five blocks to 22nd St.; west on 22nd to 3rd Av. S.; south to 24th St.; west to Nicollet passing Art Institute. Washburn residence and other beautiful homes; any car going north for return. Time about 1 hour if the walk is taken briskly. An additional hour will allow of seeing more of the pleasant neighborhoods traversed. (See DRIVES.)

13. RAILROAD TERMINALS.—These include hundreds of miles of tracks



THE MINNEAPOLIS AUDITORIUM
Eleventh Street Near Nicollet Avenue.



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SIXTEENTH SEASON, 1918-1919

12 SYMPHONY CONCERTS

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4 YOUNG PEOPLE'S CONCERTS

(Home Season, October 20th, 1918 to April 1st, 1919)

THIRTEENTH ANNUAL SPRING TOUR, April to June, 1919

For Dates and Terms, Address WENDELL HEIGHTON, MANAGER, 405 Auditorium Building, Minneapolis, Minn.

in all parts of the city, but the visitor who wishes to have an idea of the down town terminals may walk north on Washington Av. to 4th Av. N. bridge over the Great Northern and Minneapolis & St. Louis roads, where a glimpse may be had of one end of a system of terminals extending three miles toward the southwest. Passing north on 4th Av. to River St. will give an idea of the nearer yards of the Soo Line, Northern Pacific and "Northwestern." When the latter yards are reached the Great Northern station is in sight at the right but a few blocks away. Returning to Washington Av. take 50th St. & Camden electric car to 6th Av. S., walk toward the mills through C. M. & St. P. yards and about the mills observe the facilities for handling wheat and flour in and out. This much can be done in an hour of brisk walking.

Many trips about town may be made most pleasantly on the electric cars and still others more successfully in carriages or automobiles or on bicycles. (See EXCURSIONS, DRIVES, AUTOMOBILES.)

Servants.—The larger portion of the "girls" are Scandinavians, there being comparatively few Germans or Irish in service. Authorities differ as to the best way of engaging a girl. An advertisement in one of the daily papers will usually bring applicants. Wages range from \$3 to \$6 per week and upwards for girls doing general housework.

Settlement Houses. — Settlement work is carried on at four centers. (See PILLSBURY HOUSE, NORTHEAST NEIGHBORHOOD HOUSE, UNITY HOUSE and WELLS MEMORIAL HOUSE.)

Sewers.—There are about 400 miles of sewers in the city of Minneapolis. Most of this has been the work of the past twenty years.

The main sewer system of the city is nearly perfect, penetrating every important section, and can have many miles added in years to come at a small cost, as the trunk sewers are all laid. One of the heaviest engineering works in this line was the construction of a large sewer tunnel from the foot of 8th Av. S. under the main business center to the northern part of the city. It drains a large region which otherwise would be obliged to turn its sewage into the river above the falls. The tunnel is over 7,000 feet long and is at an average depth of 50 or 60 feet and cost \$200,000. There are several lesser tunnels in other parts of the city, their total length being about six miles. (See PUBLIC IMPROVEMENTS.)

Shade Trees.—Visitors seldom fail to remark the handsome shade trees on all the older streets of the residence portions of the city. Every effort has been made by the board of park commissioners to encourage the planting of trees by property owners. The park commissioners will on request, set out trees on any block or blocks and care for them for five years at a nominal cost. This secures uniformity and successful growth. Many miles of Minneapolis streets are under this system. There are a number of very fine natural groves throughout the city which have been utilized to enhance the beauty of the residences so fortunate as to be located among them.

Sidewalks. — Throughout the business portion of the city the walks are usually wide and uniformly laid with artificial stone. In residence quarters the walks vary from six to ten feet in width and there is ordinarily a strip of turf between the pavement and the street. There are about 950 miles of stone sidewalk in the city.

Skating.—From the middle of November until early in March the ice on the numerous lakes is usually strong enough for skating. There is seldom heavy snow until after Christmas, after which time skaters must be content with artificial rinks or go to Loring Park Lake, Lake of the Isles and other park lakes which are kept clear of snow for the public convenience. Buildings containing warmed rooms for adjusting skates, check rooms for superfluous wraps, and a large assortment of skates for rent, are provided.

Sleighting.—There are usually about three months of sleighting in each year at Minneapolis. The drives are delightful and with plenty of wraps a dash behind a good horse is enjoyable even with the mercury near zero.

Soldiers' Home.—The Minnesota Soldiers' Home occupies a tract of 51 acres near Minnehaha Falls, and overlooking the beautiful gorge of the Mississippi River. It was established in 1887 and is under the management of a board of seven trustees. To secure the home, the citizens of Minneapolis raised a large sum of money and donated the land to the state. The city has since purchased the surrounding property which has been named Minnehaha Park and the whole tract is virtually one large park. The home is on the "cottage plan." An administration building has a central position and around it are the hospital, dining hall, amusement hall and cottages which are the actual homes of the inmates, and the other minor departments of the institution. The water supply of the Home comes from an artesian well 1,019 feet deep. Each cottage will accommodate 70 men. There are about 500 members of the Home. The property has cost over \$700,000,

and the expense of maintenance is about \$100,000 a year. An addition to the Women's Building for the accommodation of wives, widows and mothers of veterans has recently been erected at a cost of \$50,000. The officers of the Home are W. H. Harries, commandant; R. R. Henderson, adjutant; A. W. Guild, quartermaster; Rev. Leland P. Smith, chaplain; Dr. T. C. Clark, surgeon. Minnehaha electric line. It is a six mile drive from the center of the city.

Soo Line.—The popular name for the Minneapolis, St. Paul & Sault Ste Marie R'y, which see.

South-East Minneapolis.—The name commonly used to designate that part of the eastern district south of East Hennepin Av.—or where the streets and avenues are called "southeast."

South Minneapolis.—A rather indefinite term used to designate that part of the city lying southeast of the business center and south and west of the Mississippi river.

Sports.—Athletic sports are among the staple amusements of the Northwest, where irresistible energy is the natural consequence of a vigorous climate.

In summer golf, tennis, baseball, bicycling, yachting, swimming, automobiling and riding have their thousands of votaries, while fishermen and hunters find stream and field within easy distance from the city. Foot ball creates great enthusiasm during the autumn. There are numerous golf and tennis clubs and two gun clubs of large membership.

Very fine racing is to be seen each year at the Minnesota State Fair during the first week in September. Automobiling is extremely popular and a very large number of motors are owned in the

city, while motor boats are numerous at Lake Minnetonka.

In winter curling, skating, ice yachting, horse racing on the ice, and sleighing are the popular sports. Several well equipped gymnasiums afford ample facilities for those who enjoy the use of apparatus for indoor exercises. (See CLUBS.)

St. Anthony Boulevard.—One of the latest acquisitions of the park system and at present only partially improved. It extends in an irregular course along the high land of Northeast Minneapolis from Division St. to Columbia Park. It is the last important section of the "Grand Rounds." (See PARK SYSTEM.)

St. Anthony Commercial Club of East Minneapolis.—An organization of business and professional men for the promotion of the welfare of the interests of East Minneapolis particularly, and of the entire city in general. The Club is now the largest strictly Commercial Club in the city, having over 600 members. It is active in all civic and commercial matters pertaining to the growth of the East Side.

Club Rooms are maintained on the second and third floors of the Chute Building, 305 to 311 East Hennepin Av., including main and private dining rooms, lounging, reading, card and billiard rooms, bowling alleys, gymnasium, shower baths, locker rooms, tennis courts, etc. The annual dues are \$15 and the initiation fee \$25. Any man of good standing is eligible but must be proposed by a member and acted upon by the directors. Officers for the current year are: Wm. Eurich, president; R. E. Satterlee and Nils Olson, vice-presidents; Rollin V. Morgan, secretary and treasurer; Anthony W. Ingenhutt, chairman of public affairs committee.

St. Anthony Falls.—Strangers in Minneapolis look in vain for the famed St. Anthony Falls, pictured in every school geography of a few decades back, as a seething, boiling torrent plunging over a wild and rocky precipice. With the construction of the "apron" (see WATER POWER) the falls, as such, went out of existence but the taming of the great river and its confinement within metes and bounds by the skill of man, is perhaps as wonderful as the unchecked madness of the natural waterfall. The best view of the falls is obtained from the incoming trains from St. Paul as they pass over the stone arch bridge. A less hurried view may be had by descending to the foot of 6th Av. S. and passing under the stone arch bridge. The fall is about fifty feet in the perpendicular; with the rapids below the fall amounts to about eighty-five feet. St. Anthony Falls are 2,200 miles from the mouth of the Mississippi river and mark the head of navigation. The utilized horse power is 40,000 in the upper and lower dams. (See WATER POWER, FLOUR AND FLOUR MILLS.)

St. Anthony Park.—A suburb lying east of the city, 20 minutes ride distant on the Como-Harriet line. It is within the St. Paul city limits.

State Fair. — The Minnesota State Fair, held under the auspices of the Minnesota State Agricultural Society, has a larger attendance than any other fair in the United States, and has probably the largest and most complete fair ground in the United States. The grounds are located midway between Minneapolis and St. Paul on the Como-Harriet interurban line, the fare from either city being but 5 cents. The grounds comprise approximately 360 acres

and have upwards of 125 buildings. Thos. H. Canfield, secretary.

State University.—(See UNIVERSITY OF MINNESOTA.)

Stationers.—Leading establishments are Kimball & Storer Co., 623 1st Av. S.; Beard, 926 Nicollet Av.; Farnham Ptg. & Sta. Co., 417 Hennepin Av.; Thomas & Grayston Co., 422 Hennepin Av.; Jeffrey & McPherson Co., 527 2d Av. S.; Miller-Davis Co., 219-21 S. 4th St.; Bertelson Bros., 120 S. 4th St.; E. R. Williams Stationery Co., 415 Hennepin Av.; S. M. Williams, 317 Hennepin Av.; Louis F. Dow Co., 15 S. 4th St. (See BOOK STORES.) Consult lists of stationers and wholesale paper dealers in city directory.

Statuary.—There has been little attempt to beautify the city with statuary. In the rotunda of the Court House and City Hall is a heroic statue of "The River God" emblematic of the Father of Waters. The monument to Ole Bull in Loring Park and the statue of the late John S. Pillsbury and the student soldier memorial on the University campus are creditable works. A fine collection of casts of antique sculpture, originally purchased by the exposition has found an appropriate home in the Minneapolis public library building. It includes reproductions of many of the best known masterpieces of ancient sculpture.

A statue of Col. John H. Stevens, the Minneapolis pioneer, stands at the intersection of Portland Av. and Eleventh St.

Steamboats.—(See Navigation.)

Steel Arch Bridge.—The "steel arch bridge" spans the west channel of the Mississippi from Bridge Square (the foot of Nicollet and Hennepin Aves.) to Central Av. on Nicollet Island. This is the main thoroughfare between the east and west sides of the river. It has a width of 80 feet; with a roadway

56 feet wide and two sidewalks of 12 feet each. The bridge has a length of 530 feet and consists of two spans of 258 feet each. It cost nearly \$200,000. Over 4,000 teams cross the river at this point daily.

St. Louis Park.—About four miles from center of city on M. & St. L. R'y. This is a manufacturing suburb provided with first-class railroad facilities, and is in every way advantageously located. St. Louis Park electric line.

St. Mark's Episcopal Church.—Organized in 1868 and for many years the leading church of the denomination in the city, occupying a building on 6th St. between Nicollet and Hennepin Aves. This property was sold in 1907 and a beautiful and costly new church has been erected at Oak Grove St. and Hennepin Av.

The plan of the church is one of the basilica type, with nave and side aisles; the traditional English plan. It presents a variation from the usual English plan, however, in that the great arch between the nave and the chancel is placed at the entrance to the sanctuary as in the early Christian basilica, instead of in its more usual location at the entrance to the choir, thus enhancing the perspective of the vaulting and nave piers, and giving a greater majesty and solemnity to the sanctuary. To the right and left of the sanctuary are located the working and rector's sacristies connected by a narrow passage beneath the great altar or "East" window. Correspondingly, to the right and left of the choir are the organ and a small chapel, separated from the choir and nave by carved oak screens.

The contour of the lot made it possible to place the parish house at the left on a lower level, thus permitting the arrangement of the Sunday School rooms, rec-

tor's office, and choir rooms on church floor. The first story of the parish house contains a banquet hall, kitchen, kindergarten, and other features necessary to the parish life and activities.

The stone of the exterior is buff Bedford; the interior stone is pink Kasota. The windows are double glazed to secure extra insulation against noise and cold. The floors which are of reinforced concrete are all finished with tile, except under the pews and choir stall.

The plan of the church while simple, offered an unusual opportunity for the development of a complete scheme of decorative woodwork. The railings and screens of the organ, choir and chapel are of quarter sawed oak enriched by carving. In the sanctuary the elaborate carved cornice of the choir screens is continued over the wood wainscot and broken out to form a rich canopy over the bishop's and priest's sedilia. The pulpit, a memorial gift, is designed in harmony with the choir woodwork.

Rev. James A. Freeman is the rector.

Stock Exchange.—(See MINNEAPOLIS STOCK EXCHANGE.)

Stone Arch Bridge.—The railroad bridge spanning the Mississippi immediately below the Falls of St. Anthony and forming a graceful curve in front of the great flour mills. Passenger trains over the Great Northern, Northern Pacific, Northwestern Line, Burlington and Great Western, all cross this bridge giving the traveler a fine view of the falls and rapids below, and the mills on both sides of the river. The bridge carries a double track. It is a fine example of engineering skill.

Storage.—Household goods are received on storage at various

warehouses at rates ranging up from \$2 per load per month. As loads vary widely in size, it is well to have some more definite agreement regarding rates before the goods are delivered. Separate compartments for goods are provided in some fireproof warehouses at a charge of from \$1.50 to \$10 per month, according to the size of space. There are also numerous warehouses which store general merchandise exclusively, and elevators for grain storage. (See ELEVATORS.)

St. Paul.—The main part of the city lies upon the slopes of the hills which rise abruptly from the river bank and reach in some places a height of about 200 feet. The railroads enter along the foot of the bluffs, or through a narrow valley which gives access to the highlands back of the city and forms the only break in the bluffs on the north shore of the river. Within a few blocks of the union passenger station, at the foot of Sibley St., street cars may be taken for any part of the city. The leading retail streets are East Sixth, East Seventh and Wabasha, the first two parallel with the river and the last at right angles and about half a mile west of the union depot. Public buildings of special interest are the new State Capitol building on upper Wabasha St; the Court House, Wabasha between 4th and 5th Sts.; and the Minnesota club, corner Cedar and 4th Sts. Two papers, the Pioneer Press and Dispatch, have fine buildings and the New York and Germania Life Insurance Companies have given the city handsome structures. St. Anthony Hill, west of the business center, and on a sort of second plateau, is the home of most of the wealthy citizens of St. Paul. Around the crest of the hill runs Summit Av. lined with palatial residences. It is paved with asphalt as are many

of the hill streets. Farther back less pretentious homes find a place. This part of the city is reached by the Selby Av. electric line. The "west side," as the part of St. Paul south of the Mississippi is called, is reached by one railroad bridge and three wagon bridges which cross at a great height and give fine views of the river and its valley. St. Paul may be reached by the Minneapolis & St. Paul, the Como-Harriet, Snelling-Minnehaha, and the Selby-Lake interurban lines. Trains on all railroads reaching the cities run into both.

Street Cleaning.—No organized department for the purpose of cleaning the streets has been regarded necessary. At present the work is done under the direction of the street commissioners of each ward.

Street Lighting.—The principal streets in the business center are lighted by a special electric lighting system. Ornamental lamp posts of uniform design, each surmounted by five globes containing electric lights, give brilliant illumination and produce a very handsome effect. About 1,000 of these posts, extending over a distance of about nine miles, have been installed and the system is still being extended. This beautiful lighting plan is being copied extensively in other cities. In other parts of the city the streets are well lighted by gas lights of modern design and by electric arc lights.

Street Railways. — Minneapolis has a street railway system equal, if not superior, to that of any first-class city in the country. Electricity is used exclusively as motive power. The change from horse power was begun in 1889 and was accomplished within two years. It involved the entire rebuilding of the system, and the

purchase of a new equipment throughout.

About the same time the street railway system of St. Paul was connected with that of Minneapolis and the two systems made practically one. The "Twin City Lines" owns and operates the entire dual city system as well as The Minneapolis & St. Paul Suburban Railroad which operates suburban lines of 29 miles from Minneapolis to Tonka Bay and Deephaven on Lake Minnetonka as well as lines of 30 miles from St. Paul to White Bear, Mahtomedi, Stillwater and South Stillwater. (See map bet. pages 104 and 105.)

The company is officered as follows: President, Horace Lowry; first vice president, E. W. Decker; second vice president, John R. Mitchell; third vice president, A. M. Robertson; general manager, Foster Hannaford; auditor, D. J. Strouse; treasurer, E. A. Crosby; general passenger agent, A. W. Warnock; general superintendent, J. J. Caufield; superintendent Minneapolis division, C. Brewer Goodsell.

The company's offices are in its own building at the corner of Hennepin Av. and 11th St.

In the entire system there are 444 miles of electric railway, and to operate the system an army of men is required. The power for operating the system is generated in two water power stations, one of 10,000 h. p., the other of 12,000 h. p., and one steam station of 60,000 h. p. The power is distributed by means of high tension cables to fourteen substations, ten in the cities of Minneapolis and St. Paul and four on suburban divisions.

At the corner of University and Snelling Aves. are extensive shops where the company manufactures its own cars and does its repair work.

The present type of car is a 47 foot double-truck car, which seats 48 persons, with large windows,

electric lights and modern heaters. These cars are capable of high speed and are models of comfort and convenience. The electric cars afford a popular means of seeing the city and environs. (See EXCURSIONS.) Special cars may be obtained for private trolley parties.

The list of car lines which follows is divided into "Interurban," "Minneapolis" and "Suburban" lines and again sub-divided into groups of lines having the same general routes over much of their courses. Thus the cars running from Chicago Av. points through to north Minneapolis and on streets diverging from 20th Av. N. are grouped in one section. "Loop" cars never make through trips but turn in the center of the city on some of the loops provided for that purpose.

INTERURBAN LINES.

ST. PAUL & MINNEAPOLIS.—From 5th Av. N. and 5th St., Minneapolis, 5th St., 2nd Av. S., Washington Av., University Av., Wabasha St., 5th St., Robert St., 8th St., Wabasha St., St. Paul, and return.

UNIVERSITY TO SNELLING.—Same as St. Paul & Minneapolis except that eastbound from Minneapolis, or westbound from St. Paul, cars run to University and Snelling Aves.

COMO-HARRIET.—From Robert and 5th Sts., St. Paul, Robert St., 8th St., Wabasha St., Rice St., Como Av., Front St., Chatsworth St., Como Park, Como Av., 15th Av. S. E., 4th St. S. E., E. Hennepin Av., Hennepin Av., 31st St., thence on private right of way via Lake Calhoun and Lake Harriet to Minneapolis west city limits (France Av.)

COMO-HOPKINS.—Same as Como-Harriet from St. Paul to Minneapolis west city limits, thence via Lake Minnetonka line to Excelsior Av., in Hopkins. Como-Hopkins signs carried.

FAIR GROUNDS.—Same as Como-Harriet except that eastbound from Minneapolis, cars run to Snelling and Como Aves., St. Paul (State Fair Grounds).

COMO AV. TO MINNEAPOLIS LOOP.—Same as Como-Harriet, westbound from St. Paul, except that cars run to Hennepin Av. and 6th St., Minneapolis.

SELBY-LAKE.—From Hennepin Av. and Lake St., Minneapolis, Lake St., Marshall Av., Fairview Av., Selby Av., 3d St., 4th St., Rosabel St., 3d St., Broadway, 4th St., St. Paul, and return.

SNELLING - MINNEHAHA.—From Hennepin Av. and 11th St., Minneapolis, 11th St., 4th Av. S., Franklin Av., 27th Av. S., Minnehaha Av., thence via Minnehaha Falls, Soldiers' Home and Fort Snelling Reservation, 7th St., to Duluth Av., St. Paul.

MINNEAPOLIS LOCAL LINES.

CHICAGO & FREMONT.—From Chicago Av. and 46th St., Chicago Av., 9th St., 8th Av. S., 6th St., 1st Av. N., Washington Av., 20th Av. N., Emerson Av. N., 33d Av. N., Fremont Av. N. to 44th Av. N.

CHICAGO & EMERSON.—Same as Chicago & Fremont except that cars run from Chicago Av. and 38th St. to Fremont and 36th Aves. N.

CHICAGO & PENN.—From Chicago Av. and 38th St., Chicago Av., 9th St., 8th Av. S., 6th St., 1st Av. N., Washington Av., 20th Av. N., Crystal Lake Av., Penn Av. N. to 38th Av. N.

CHICAGO TO LAKE.—Southbound, same as Chicago & Fremont or Chicago and Penn except that cars run to Chicago Av. and Lake St.

LOOP.—Southbound from Fremont and 44th Aves. N. or from Penn and 38th Aves. N. to Loop.

LOOP.—Northbound from Chicago Av. and 46th St. to Loop.

WASHINGTON TO 24TH AV. N.—Cars carrying this sign on any Chicago Av. line run to new North Side Station, Washington and 24th Aves. N.

50TH ST. E. & CAMDEN.—From 50th St. E. and 34th Av. S., 50th St. E., 28th Av. S., 38th St., 23d Av. S., 35th St., Cedar Av., Washington Av., to 42nd Av. N.

LAKE NOKOMIS-CAMDEN.—Same as 50th St. E. & Camden except that cars run from 50th St. E. and 28th Av. S.

38TH ST. E. & CAMDEN.—Same as 50th St. E. & Camden except that

cars run from 38th St. and 28th Av. S.

CEDAR & CAMDEN.—Same as 50th St. E. & Camden except that cars run from Cedar Av. and 34th St.

N. LYNDALE TO 51ST AV.—Northbound cars carrying this sign on any Cedar Av. line run to City Workhouse, 51st Av. N.

WASHINGTON TO 24TH AV. N.—Cars carrying this sign on any Cedar Av. line run to new North Side Station, Washington and 24th Avs. N.

CEDAR AV.—From Cedar Av. and 42nd St., Cedar Av., Washington Av., 4th Av. S., 3rd St., 2nd Av. N., and return via Washington Av.

BROADWAY & 20TH AV. N.—From Washington and 20th Avs. N., 20th Av. N., across river, 13th Av. N. E., Washington St., Broadway, to Jackson St.

PLYMOUTH & BLOOMINGTON.—From Bloomington Av. and 38th St., Bloomington Av., Franklin Av., 15th Av. S., 7th St., 10th Av. S., 6th St., 8th Av. S., 4th St., Marquette Av., Washington Av., Plymouth Av., to Sheridan Av. N.

BLOOMINGTON TO LAKE.—Southbound, same as Plymouth & Bloomington, except that cars run to Bloomington Av. and Lake St.

LOOP.—Northbound, from Bloomington Av. and 38th St. to Loop.

MINNEHAHA FALLS.—From Washington and 2nd Avs. N., 2nd Av. N., 3d St., 4th Av. S., Washington Av., Cedar Av., Riverside Av., 27th Av. S., Minnehaha Av., to Minnehaha Falls, 50th St.

WASHINGTON & RIVERSIDE.—Same as Minnehaha Falls except that cars run to Minnehaha Av. and 37th St.

RIVERSIDE TO LAKE.—Same as Minnehaha Falls except that cars run to Lake St. and 27th Av. S.

KENWOOD & 25TH ST.—From Penn Av. and W. 21st St., Penn Av., Oliver Av., Douglas Av., Hennepin Av., Washington Av. S., Cedar Av., Minnehaha Av., East 25th St. to 36th Av. S.

LAKE ST. TO 36TH AV. S.—Same as Selby-Lake, except that cars run on Lake St. between Hennepin Av. and 36th Av. S., Minneapolis.

FRANKLIN AV.-11TH ST.—From Hennepin Av. and 11th St., 11th

St., 4th Av. S., Franklin Av., to West River Road.

OAK & HARRIET.—From Hamline Av. and 27th Av. S. E., 27th Av. S. E., Dartmouth Av., Erie St., Fulton St., Oak St., 4th St. S. E., E. Hennepin Av., Hennepin Av., 31st St., thence on private right of way via Lake Calhoun and Lake Harriet, Xerxes Av., W. 50th St., to Penn Av. S.

OAK & XERXES.—Same as Oak & Harriet except that cars run to Xerxes Av. and W. 50th St.

LAKE HARRIET.—Westbound, same as Oak & Harriet except that cars run to Lake Harriet Loop. Eastbound, from Lake Harriet Loop to Hennepin Av. and 1st St., to 1st Av. N.

HENNEPIN TO 15TH & COMO.—Same as Como-Harriet eastbound, except that cars run to 15th Av. S. E. and Como Av.

LOOP.—Same as Como-Harriet or Oak & Harriet eastbound, except that cars run to Hennepin Av. and 1st St., to 1st Av. N.

COMO AV. TO EUSTIS ST.—Same as Como-Harriet, eastbound, except that cars run to Como Av. and Eustis St.

WESTERN & 2ND ST.—From Grand St. and 30th Av. N. E., Grand St., Lowry Av., 2nd St., Broadway, 2nd St., E. Hennepin Av., Hennepin Av., 7th St., Western Av., to Penn Av. N.

GLENWOOD PARK.—Same as Western & 2nd St., westbound, except that cars run to Glenwood Park.

LOOP.—Southbound, from Grand St. and 30th Av. N. E. to Loop.

BRYN MAWR.—From Oliver Av. N. and Laurel Av., Laurel Av., Bryant Av., Hawthorn Av., 12th St., Hennepin Av., 3d St., 1st Av. N., 5th St., Hennepin Av., and return.

54TH ST. & COLUMBIA HEIGHTS.—From Nicollet Av. and 54th St., Nicollet Av., Grant St., Marquette Av., High St., Hennepin Av., E. Hennepin Av., Central Av., 40th Av. N. E., to 5th St. N. E.

WASHBURN PARK & COLUMBIA HEIGHTS.—Same as 54th St. & Columbia Heights except that cars run from Nicollet Av. and 50th St.

CENTRAL TO 40TH AV. N. E.—Same as 54th St. & Columbia

Heights, northbound, except that cars run to Central and 40th Aves. N. E.

NICOLLET & CENTRAL.—Same as 54th St. & Columbia Heights except that cars run from Nicollet Av. and 38th St. to Central and 29th Aves. N. E.

LOOP.—Northbound, from 54th, 50th, 38th or 31st Sts. to High St.

NICOLLET TO 31ST ST.—From Nicollet Av. and 31st St., Nicollet Av., Grant St., Marquette Av., to High St.

GRAND & JOHNSON.—From Grand Av. and 40th St., Grand Av., Lake St., Nicollet Av., Grant St., Marquette Av., High St., Hennepin Av., 8th St. S. E., 10th Av. S. E., Johnson St. to 29th Av. N. E.

MONROE & BRYANT.—From Washington St. and 17th Av. N. E., Washington St., Broadway, Monroe St., 7th St., E. Hennepin Av., Hennepin Av., Lyndale Av., Lake St., Bryant Av., to 50th St.

BRYANT TO 38TH ST.—Same as Monroe & Bryant except that southbound cars run to Bryant Av. and 38th St. and northbound cars run to Hennepin Av. and 1st St., to 1st Av. N.

LYNDALE TO LAKE.—Same as Monroe and Bryant, except that cars run to Lyndale Av. and Lake St.

4TH AV. S. & 6TH AV. N.—From Russell and 6th Aves. N., 6th Av. N., 5th St., 4th Av. S., to 38th St.

4TH AV. TO LAKE.—Same as 4th Av. S. & 6th Av. N., except that cars run to 4th Av. S. and Lake St.

LOOP.—Northbound, from 4th Av. S. and 38th St. to 5th St. and 5th Av. N.

SUBURBAN LINES.

LAKE MINNETONKA LINES.—From 6th St. Station (17 N. 6th St.), Minneapolis, 6th St., Hennepin Av., 31st St., thence on private right of way via Lake Calhoun, Lake Harriet and Hopkins to Lake Minnetonka (Excelsior, Wildhurst, Tonka Bay and Deephaven).

TONKA BAY.—To Tonka Bay.

LAKE MINNETONKA.—To Excelsior—2nd St.

EXCELSIOR LIMITED.—To Excelsior—2nd St.

EXCELSIOR EXCURSION.—To Excelsior Docks.

DEEPHAVEN.—To Deephaven.

HOPKINS.—To Hopkins.

ROBBINSDALE AND ST. LOUIS PARK LINE.—From Robbinsdale via Crystal Lake Road, France Av., Johnson Road, Crystal Lake Road to Penn Av. N., Crystal Lake Av., 20th Av. N., Washington Av., 1st Av. N., 6th St., Hennepin Av., Lagoon Av., West Lake St., to St. Louis Park. Same route returning except that cars turn off Hennepin Av. on to 1st Av. N. via 7th St. instead of via 6th St.

ST. PAUL WHITE BEAR AND STILLWATER.—From Seven Corners Terminal on 7th St., thence on private right-of-way to Wildwood Park, White Bear Lake and Stillwater.

To reach White Bear Lake and Stillwater from Minneapolis, passengers from Snelling-Minnehaha, or Selby-Lake lines transfer at Seven Corners Terminal, St. Paul, and from St. Paul-Minneapolis or Como-Harriet-Hopkins lines at 7th St., St. Paul.

To reach Lake Minnetonka from St. Paul, passengers transfer to the Lake Minnetonka line at Hennepin Av. and 6th St. or Hennepin Av. and Lake St., Minneapolis.

The street railway company has its downtown ticket office and information bureau for its Lake Minnetonka lines at 17 N. 6th St., near Hennepin Av.

All cars carry plain signs, bearing the name of the route, which at night are illuminated. On all principal lines they run at intervals of from four to fifteen minutes. Fare, five cents on all local lines. Interurban lines ten cents. Stillwater line 30 cents. Excelsior or Deephaven line 25 cents. Transfer tickets may be obtained from the conductors.

STEAMBOAT DIVISION.

The company also owns and operates a fleet of express steamboats on Lake Minnetonka, which connect with trains at Excelsior, Wildhurst, Tonka Bay and Deephaven for all points on the lake.

Streets and Avenues.—To find conveniently, a given street or a given number, however remote, is made comparatively easy by an understanding of the general plan

on which the city is laid out. This is measurably simple. Consultation with the map will show that the city is divided into two parts by the Mississippi river which has a generally southeasterly course within the limits. The smaller part of the city—its northeastern corner—is called the East Division, or in common parlance the "east side." The larger part is of course the West Division or "west side." The streets and avenues of the two divisions are entirely distinct and have different names and sets of house numbers.

The numerical system of naming streets and avenues is in use. In the West Division the streets are parallel with the river and are designated as North and South, First, Second and Third Streets, etc. Hennepin Avenue as far as Kenwood Boulevard is the dividing line between North and South. The thoroughfares running at right angles with the river are called Avenues, and their position with regard to Hennepin Avenue (the dividing line) is indicated by the addition of the words "North" or "South." Thus Fourth Avenue North is the fourth avenue north of and parallel with Hennepin Avenue. South of Hennepin, Nicollet Avenue intervenes before First Avenue South (now Marquette Av. in business center) after which the numbered avenues continue consecutively.

The course of Nicollet Av. from the river is southwest for about a mile. At Grant St. (next to 13th St.) Nicollet Av. turns due south and continues to the city limits with all intersecting streets at right angles and consequently having due east and west lines. From Grant St. to the south limits Nicollet Av. becomes the dividing line and intersecting streets are designated as "east" and "west." Thus East 14th St. is the first south of East Grant, and West

Fourteenth, its continuation west of Nicollet. First Av. S. continues as the first street east of and parallel with Nicollet south of Grant and with the other avenues retains its appellation of "south."

Parallel with Nicollet on the west is a series of avenues designated by names. The seventh is Lyndale which runs exactly north and south from the north to the south boundary lines of the city. It is an avenue and as such would be expected to be at right angles with the river. But in the northern part of the city it is, by a change of the river's course, exactly parallel with the stream and consequently with North First St., which has followed the bend of the river. From Plymouth Av. (same as 13th Av. N.) Lyndale Av. is the seventh street west of the river. West of and parallel with Lyndale and extending north and south from Kenwood Parkway and Superior Av. is a series of avenues whose names are alphabetically arranged as Aldrich (first west of Lyndale), Bryant, Colfax, Dupont, etc. This series extends to the western city limits.

In the East Division the same system prevails with Central Av. and Division St. as the dividing line as Hennepin Av. is on the west side. To prevent confusion with the west side, avenues north of and parallel with Central Av. are called "First Av. Northeast," "Second Av. Northeast," etc., and south of Central Av., "First Av. Southeast," etc. The streets are called "Southeast Fourth St.," or "Northeast Second St.," according to the direction from Central Av. The addition of the word "east" in this designation has no significance except that it marks the street or avenue as being in the East Division.

In various parts of the city there are avenues between the consecutive numerical streets or

avenues. These are sometimes confusing to strangers. The most conspicuous among these is Washington Av., which runs north and south parallel to the river between Second and Third Sts.

HOUSE NUMBERS.—In numbering stores and houses a new hundred is commenced at the crossing of every numerically named street or would be the first door beyond S. avenue. Thus 700 Marquette Av. 7th St., whether the "600s" had been exhausted between 6th and 7th Sts. or not. On ordinary blocks there are from twenty-five to thirty numbers. One may be sure that 627 S. 9th St. is very near the intersection of 7th Av. S. Where the streets are not designated numerically a new "100" is ordinarily commenced after each crossing though the rule is not invariable. A good point to remember is that on all streets and avenues crossing Lyndale Av. the first number west of Lyndale is invariably "700."

By keeping the general principle of the numbering system in mind it is not difficult to find any number or to determine in advance just how many blocks it is distant.

In the following street directory all numerically named streets and avenues are omitted except where their course is unusual. The foregoing explanation will enable one to find those which conform to the general rule. In some parts of the city the system is sadly broken in upon and it has been the intention to mention all streets in such localities. Important divergencies from the system of numbering are also noted.

ABBOTT AV.—See South Abbott Av.

ADAMS ST., E. D.—1st e of Washington st, 4th av n e to 18th av n e; 400 4th av n e, 600 Spring st, 700 Summer st, 1100 Broadway, 1300 13th av n e. (Regular to end.)

ALDEN LANE.—From S. Xerxes se 1st s of W 52nd.

ALDRICH AV.—See N. and S. Aldrich.

ALMA PL.—N. from 27th av n bet. Wash. av and n 4th st.

ARLINGTON ST., E. D.—River e to University av, 1st s of University grounds.

ARTHUR AV. E. D.—1st s of Williams av., fr Orlin Av. sw to s line of Prospect Park.

ARTHUR ST., E. D.—Division st. n to limits, 4th e of Johnson.

ASH ST., W. D.—N. Oliver av. to Cedar Lake Road, 1st w of Elm.

BANK ST., E. D.—River n e to Univ. Av., 1st s Central.

BARNES PL., W. D.—Humboldt av w to Lovell Park, 1st n of 8th av n.

BARTON AV., E. D.—From Malcolm Av. s e to s line of Prospect Park.

BASSETT PL., W. D.—6th av n to 8th av n 1st w of Aldrich av.

BEACON ST., E. D.—River to University av, 2d s of University grounds; 4 River, 100 Prospect st, 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

BEARD AV.—See South Beard Av.

BEDFORD ST., E. D.—Fr University Av. s to Sharon Av, 1st w of Emerald St.

BELLE ST., E. D.—Oak to 21st av se, 1st n of Marshall av.

BENJAMIN ST., E. D.—Division st. n to limits, 6th e of Johnson.

BJORNSON AV., W. D.—1st e of 22d av so, s 5th to s 6th.

BLAISDELL AV., W. D.—Franklin av w to 48th st, 1st w of Nicollet av.

BLOOMINGTON AV., W. D.—Franklin av s to city limits, 1st e of 15th av s.

BLUFF ST., W. D.—1st n of 1st st, Cedar av to 20th av s.

BORDER AV., W. D.—Holden st n w to Lakeside av, 1st s w of Highland av; 2 Western av, 14 Holden st, 30 Border pl.

BRADFORD AV., W. D.—6th av n to 8th av n, 2d e of n Lyndale av.

BRIDGE SQ., W. D.—The combination of Hennepin and Nicollet avs from their junction at 1st st to the river.

BRIGHTON AV., E. D.—25th av ne at Hayes, ne to 29th Av.

BROADWAY ST., E. D.—Main st e to limits, 1st s of 12th av ne; 131 Main st, 201 2d st ne, 301 3d st, 331 Univ av ne, 401 ne 4th st, 501 ne 5th st, 601 ne 6th st, 619 Washington st, 641 Adams, 661 Jefferson, 681 Madison, 700 Monroe, 800 Quincy, 824 Jackson, 900 Van Buren, 933 Central, 1001 Tylor, 1201 Filmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln.

BROOK AV., E. D.—Rollins add. 12th av se to Oak st, 1st s of Como av.

BRYANT AV.—See N. and S. Bryant.

BUCHANAN ST., E. D.—Division st n to limits, 1st w of Lincoln; 300 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th st ne, etc.

BUTLER PL., W. D.—22d av s to 25th av s, bet 8th and 9th sts s.

CALHOUN AV., W. D.—1st w of Lake Calhoun, 32d to 36th st.

CALHOUN BOUL., W. D.—E side of Lake Calhoun.

CALHOUN PL., W. D.—Irving av w to Calhoun Blvd., 1st s of w 34th.

CALIFORNIA ST., E. D.—First w of Main st, ne fr 15th av ne to limits.

CAMDEN AV., W. D.—First w of Lyndale, 44th av n to 47th av n.

CECIL ST., E. D.—Hamline Av., s 1st w of Bedford.

CEDAR AV., W. D.—Bluff st to limits, 1st w of 19th av s.

CEDAR LAKE AV., W. D.—Along s shore of Cedar Lake to s Chowen av.

CEDAR LAKE ROAD.—See n and s Cedar Lake Rd.

CENTER ST.—See Findley Place.

CENTRAL AVE., E. D.—From East Hennepin and 5th Sts. N. to limits; 600 6th, 700 7th, 800 8th, 900 9th, 930 10th, 963 3d av ne, 1017 Harrison st, 1037 Summer st, 1100 Broadway, 1200 12th av ne, regular to limits.

CHANDLER ST., E. D.—C., M. & St. P. Ry. s, 1st e of Thorton.

CHESTER AV., E. D.—Stock Yards Road se to 16th Av. N. E., 1st s of 19th Av. N. E.

CHESTNUT AVE., W. D.—11th St. W to Limits; begins two blks n of Hennepin av.

CHESTNUT PL.—Fr Chestnut av s, e of Lyndale av.

CHICAGO AVE., W. D.—Continuation of 8th av s, 9th st to s limits.

CHOWEN AV.—See South Chowen Av.

CHURCH ST., E. D.—University av se to Margin st; 4th e of river.

CLARENCE AV., E. D.—Fr University Av. s e to Bedford, 1st s of Malcolm Av.

CLARENDON AVE., W. D.—1st n of w 38th; s Emerson av to Hennepin av.

CLEVELAND ST., E. D.—Division St. n to limits, 5th e of Johnson.

CLIFTON AVE., W. D.—Vine pl w to Clifton pl; 1st s of Oak Grove or w 17th st; 100 Vine pl. 420 Clifton pl.

CLIFTON PL., W. D.—Crosses w end of Clifton av s from Oak Grove st.

CLINTON AVE., W. D.—From Grant st s to limits; bet 3d and 4th av s.

COLE AV., E. D.—23d Av. S. E. e to Elm St., 1st s of N. P. Ry.

COLFAX AVE.—See N. and S. Colfax Aves.

COLGATE AV. W. D.—S. Chowen Av. w bet. W. 43rd and W. 43½ Sts.

COLUMBUS AVE., W. D.—S fr 18th st, 1st e of Park av, formerly 7½ av, also called "Park Place."

COMO AVE., E. D.—10th av se to limits; 1st s of Talmage av; 1001 10th av se, etc.

COOPER ST., W. D.—On the flats.

CRYSTAL LAKE AVE., W. D.—Humboldt av n to limits; continuation of 20th av n; 1401 e line Forest Heights; 1501 Ewing av n; 1601 James, 1701 Knox, 1801 Logan, 1901 Morgan, 1915 21st av n, 2023 23rd av n, 2201 Penn, 2301 Queen, 2601 26th.

DARTMOUTH AV., E. D.—Fr Ontario, e to Lennox, 1st n of Yale.

DEAN BOUL., W. D.—W side Lake of the Isles, w and s to Lake Calhoun.

DELAWARE ST., E. D.—River e to St Mary av; 4th s of Univer'y grounds; 14 Mississippi river, 100 Prospect st, 200 Pleasant st, 300 State st, 400 Church st, 500 Union st, 600 Harvard st, 700 Walnut st, 800 Oak st, 900 Ontario st, 1000 Erie st, 2500 25th av se etc.

DELL PL., W. D.—Lyndale av e to Groveland.

DORMAN AV., W. D.—First sw of Riverside av fr 40th to 46th av s.

DOUGLAS AV., W. D.—Hennepin av w to limits, 1st n Summit av; 901 Bryant, 1001 Colfax, 1101 Dupont, 1201 Emerson, 1301 Fremont, 1401 Girard, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan, 2100 Newton.

DREW AV.—See South Drew Av.

DUPONT AV.—See N. and S. Dupont av.

EAST FRANKLIN AV., W. D.—Nicollet av to river; 1st s of 19th st same as East 20th st.

EAST GRANT ST., W. D.—Nicollet av to Portland av; next n of e 14th st.

EAST HENNEPIN AV., E. D.—From river at Steel Arch bridge to limits; 60 Stone Arch bldg. 100 Main, 112 Prince, 200 2nd St, 208 Ortman, 300 University, 400 4th, 500 5th, 600 6th, 700 7th, 800 8th, 900 9th, 1000 Tyler, 1025 Polk, 1101 Taylor, and 5th Av. S. E., 1201 Fillmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln, 1601 Johnson and 10th Av. S. E., etc.

EAST LAKE ST., W. D.—Nicollet av to river (same as 30th st.)

EASTMAN AV., E. D.—E and w on Nicollet Island, 1st n of Bridge st, 2 Island Av. e side Island, 58 Island av w side Island.

18½ AV., NE, E. D.—Monroe e to Fillmore st; 700 Monroe, 801 Quincy, 901 Jackson, 933 Central, 1000 Polk, 1100 Taylor.

11TH ST.—See n and s 11th st.

ELLIOTT AV., W. D.—Same as 9th av s fr 9th st to limits.

ELM ST., E. D.—Fr 22½ av s e, e to city limits, 4th n of Marshall av.

ELM ST., W. D.—(Bryn Mawr add.) Fr Newton av to Cedar Lake Road, 2d e of Oliver av.

ELMWOOD PL., W. D.—Bet. 50th and 52d Sts, Washburn Pk.

ELROY ST., W. D.—Nicollet bet 29th and 30th w to Pleasant. (Same as 29½ st.)

EMERALD ST., E. D.—E limits s fr University av.

ELWOOD AV., W. D.—6th av n and Humboldt av n w to 10th av n, 604 6th av n, 700 Irving av, 800 8th av

EMERSON AV.—See N. and S. Emerson.

ERIE ST., E. D.—2d e of Oak st; fr C M & St P Ry to river; 200 C M & St P Ry, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton, 700 Dartmouth av.

ESSEX ST., E. D.—River e to St Mary av, 5th s of University; 14 Prospect st, 100 Pleasant, 200 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1200 Huron, 2600 26th av se, 2700 27th av.

EUCLID PL., W. D.—Fr w 25th st to Lake of the Isles boul.

EWING AV.—See South Ewing Av.

EXCELSIOR AV., W. D.—Sw fr Lake st w of Lake Calhoun.

FAIRMOUNT ST., E. D.—Fr. 22½, S E, 1st s of Como.

FERRANT PL.—McNair to Sheridan av, 1st w of Crystal Lake av.

FILMORE ST., E. D.—Division st n to limits, 1st e of Taylor st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 801 Broadway, 1600 16th av ne, etc.

FINDLEY PL.—Lake st s, w of Blaisdell av.

FLORENCE AV., W. D.—1st s of W. 36th St. between Hennepin Av. and S. Emerson Av.

FLORENCE COURT, E. D.—S fr University av, 1st e of 10th av se.

FOREST AV., W. D.—Groveland av w to Lyndale, 1st n of Ridgwood.

FRANCE AV.—See South France Av.

FRANKLIN AV.—See E. and W. Franklin Av.

FRANKLIN PL.—Franklin av s to e 24th, bet 22d and 23d avs s.

FRANKLIN TERRACE.—Same as Riverside av from 8th st to Franklin av.

FREMONT AV.—See N. and S. Fremont av.

FULTON ST., E. D.—Pleasant e to Huron av; 6th s of University grounds; 200 Pleasant, 300 State, 400 Church, 500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario, 1000 Erie, 1027 Huron.

GARFIELD AV., W. D.—Franklin av s to limits; 6th w of Nicollet av.

GARFIELD ST., E. D.—Division n to limits, 3d e of Johnson St.

GEORGE ST., E. D.—Nicollet Id, n Et. Nor. Ry.

GIRARD AV.—See N. and S. Girard av.

GODFREY AV., W. D.—Minnehaha Park.

GRAMMERCY AV.—Lies parallel to and one block nwly of S Cedar Lake Road. Numbers begin at Western av.

GRAND AV., W. D.—Franklin av to limits, 4th w of Nicollet av.

GRAND ST., E. D.—13th av ne, n to 31st av ne, 1st e of Marshall.

GRANT ST.—See E. and W. Grant st.

GRAY PLACE, W. D.—31st to 32d Av. N. bet 3d and 4th sts.

GREELEY AV., W. D.—Western av s to 1st av n, 1st w of Fremont av; 200 1st av n, 224 2d av n.

GROVE ST., E. D.—Nicollet Island; e and w across Nicollet Island, 2d n of Bridge st; 2 Island av w side, 28 Nicollet st, 58 Island av e side.

GROVELAND AV., W. D.—Fr w 19th at Pillsbury av, w to Hennepin av.

GROVELAND TERRACE, W. D.—Fr Hennepin w to Mt. Curve, 1st n of Mt. Curve av.

"H."—Between Division st and 14th av ne is known as the "Stinson Boulevard."

HAMLIN AV., E. D.—From river at Franklin av. bridge e to Emerald st, 1st n of Sharon av.

HARMON PL., W. D.—10th st to Hennepin, 1st s of Hennepin; 1000 10th, 1100 11th, 1200 12th, 1300 13th, 1400 Spruce pl, 1500 Willow st, 1528 Maple.

HARRIET AV., W. D.—Franklin av s to city limits, 2d e of Lyndale.

HARRISON ST., E. D.—Division st n to 3d av ne, 300 Division, 400 Winter. Beginning n of Broadway the extension of this street is known as Central av.

HARVARD ST., E. D.—6th e of river, fr University av s to river; 2 University av se, 100 Arlington st, 200 Beacon, 300 Cambridge, 400 Delaware, 500 Essex, 600 Fulton.

HAWTHORN AV., W. D.—9th st n, sw to limits, 1st n of Hennepin at beginning.

HAYES ST., E. D.—Division to limits, 2d e of Johnson St.

HENNEPIN AV., W. D.—Sw fr river to w 28th st, thence due s to Florence av; 1st to 13th sts regular, 1400 Laurel av, 1401 Spruce pl, 1501 Willow st, 1528 16th, 1529 Maple, 1576 Harmon pl, 1608 Superior av, 1701 Oak Grove st, 1732 Lyndale av on w, 1748 Groveland av, 1769 Lyndale av on e, 1780 Mount Curve av, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2100 Colfax av s, 2200 w 22d st, regular to end.

HIAWATHA AV., W. D.—E 22d st se to limits, 1 blk e of Cedar av at 22d st.

HIGHLAND AV., W. D.—Royalston av nw to Lyndale av, bet Royalston and Lakeside avs; 2 Royalston av, 86 Royalston.

HIGHLAND PL., W. D.—Highland to Border avs. Oak Lake add.

HILLSIDE AV., W. D.—Humboldt av nw to 25th av n; 1400 Humboldt av n, 1500 Irving, 1700 Ilion, 1800 James, 1901 Logan.

HILLSIDE PL., W. D.—Groveland s to Mt. Curve, 1st e S. Dupont.

HOAG AV., W. D.—Royalston av to 8th av, 1st w of n 6th; 21 Royalston av, 601 6th av n, 701 7th av n.

HOLDEN ST., W. D.—N 9th st w to Border av, 1st n of Western av.

HOLMES AV., W. D.—H & D R R to w 36th st, 1st w of Hennepin av.

HOWARD ST., E. D.—W of Monroe, fr 22d av ne to 27th av ne.

HUMBOLDT AV.—See N. and S. Humboldt av.

HURON ST., E. D.—Essex st s to river, 1st e of Erie st; 500 Essex, 600 Fulton, 700 Dartmouth av, 800 Yale av.

ILION AV., W. D.—21st Av. N, ne to 25th Av. N, 1st e of James Av.

IRVING AV.—See N. and S. Irving av.

ISLAND AV., E. D.—On Nicollet Island, fr w end of Bridge st to e end around the n end of island; 1 Bridge st, 29 Eastman av, 49 Grove st, 75 G. N. R'y, 107 Maple st, 163 Maple st, 208 G. N. R'y, 219 Grove st, 267 Bridge st.

IVY LANE, W. D.—1st s 32d St. bet. Lake Calhoun and Calhoun av.

JACKSON ST., E. D.—2d av ne to 27th av ne; 5th e of Adams; 300 3d av ne, 600 Spring, 700 Summer, 1100 Broadway, 1200 12th av ne, etc.

JAMES AV.—See N. and S. James av.

JEFFERSON ST., E. D.—3d av ne, n to limits; 1st e of Adams; 300 3d av ne, 400 4th av ne, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, etc.

JEWETT PL., W. D.—6th av n to 8th av; 1st w of Dupont.

JOHNSON ST., E. D.—Division st n to limits, 1st e of Lincoln; 300 Division, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc. South of Division st the extension of this street is called 10th av se.

"K" ST., E. D.—1st e of Taft St., Division St. to limits, continuation of 21st Av. S. E. (The streets east of "K" St. to the city limits are named consecutively "L," "M," "N," etc. to "U," which is close to the limits. All are numbered same as Johnson St. As few are opened for more than a few blocks they are not mentioned again in this list.)

KENWOOD BOUL., W. D.—Same as Superior av to Humboldt. Hennepin av w, sw and s to Lake of the Isles boul; 101 Lyndale, 501 Dupont, 601 Emerson, 901 Waverly pl, 1200 Morgan, 1700 Mt Curve, 1800 Douglas, 2000 Franklin, 2200 22d st.

KING'S HIGHWAY, W. D.—38th St. s via Dupont Av. and W. 46th to Lake Harriet Boul.

KNOX AV.—See N. and S. Knox.

LAGOON AV., W. D.—Same as 29th, from Hennepin w to Knox.

LAKE ST.—See E. and W. Lake st.

LAKE HARRIET BOUL., W. D.—Around Lake Harriet.

LAKE PL., W. D.—Irving av s to w 26th st; near Lake of the Isles, 2204 Irving av, 2500 e 25th st.

LAKE OF THE ISLES BOUL., W. D.—Around Lake of the Isles.

LAKESIDE AV., W. D.—Western av n and w to Lyndale av, 1st e of Lyndale; 1 Western av, 21 Lawn pl, 57 Border av, 73 Park pl.

LAUREL AV., W. D.—Hennepin av at 14th st w to limits, 1st s of Hawthorn.

LAYMAN AV.—1st E. of 21st av s 28th to Lake st.

LENOX AV., E. D.—C., M. & St. P. Ry. s to river, 1st e of Superior.

LEONARD PL., W. D.—1st w Lake Calhoun from 32d st to Ivy Lane.

LINCOLN AV., W. D.—Lyndale av w to s Oliver av; 1st n of Franklin; 701 Lyndale av, 801 Aldrich, 813 Hennepin, 901 Bryant, 1001 Colfax, 1101 Dupont, etc.

LINCOLN ST., E. D.—7th e of Central fr Division st n to limits; 301 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

LINDEN AV., W. D.—12th st nw to limits; 1st s of Chestnut av; 72 n 12th st, 120 n 15th, 144 n 16th, 168 n 17th, 184 Lyndale av, 228 n 19th, 256 Bryant av.

LINDEN HILLS BOUL.—Fr. w. 39th st. to w. 44th st. w. of Queen.

LOCUST ST., W. D.—427 22d av s to river.

LOGAN AV.—See N. and S. Logan.
LONGFELLOW AV., W. D.—1st e of Cedar av fr e Lake st to limits.

LOWLAND AV., W. D.—Each side of N P R R on the flats.

LOWRY AV., W. D. and E. D.—Formerly 32d av n from river to w limits; and 25th av ne from river to e limits.

LYNDALE AV.—See N. and S. Lyndale.

LYNDALE PL., W. D.—1st w of Lyndale av fr 6th av n.

MCKINLEY ST., E. D.—Division St. n to limits, 7th e of Johnson st.

McNAIR AV., W. D.—Penn av at Crystal Lake Road sw to limits.

MADISON ST., E. D.—3d e of Washington st fr 3d av ne to 27th av ne; 300 3d av ne, 400 4th, 600 Spring st, 700 Summer, 1100 Broadway, 1300 13th av ne, regular to end.

MAIN ST., N. E.—1 Central av ne to city limits.

MAIN ST., S. E.—2 Central av se to 8th av se.

MALCOLM AV., E. D.—Bet Arthur and Clarence Aves.

MAPLE PL., E. D.—Crosses n end of Nicollet Island.

MAPLE ST., W. D.—Hennepin av s to Harmon pl; 1st w of Willow st.

MARQUETTE AV.—1st se of Nicollet, High St. to Grant (formerly 1st Av. S.).

MARSHALL AV., E. D.—Oak st and 4th st e to limits.

MARSHALL ST., E. D.—5th av ne nw to city limits; 1st w of Main st.

MARY PL., W. D.—Bet Nicollet and Hennepin avs; 8th to 13th sts.

MELBOURNE AV., E. D.—Fr Seymour av to Orlin av, 1st w of Hamline av.

MERRIAM ST., E. D.—Nicollet Island, 1st s of Central av.

MILL ST., W. D.—26th av n to 31st av n; next to river.

MILL PL., W. D.—On the flats.

MILWAUKEE AV. (was 22½ Av. S.)—Between Franklin and 24th St.

MINNEAPOLIS AV., W. D.—1st w of Seabury from 31st av s to 24th st.

MINNEHAHA AV., W. D.—Cedar av and 8th st se to city limits near Minnehaha Falls.

MINNEHAHA PARKWAY, W. D.—S of w 52 st, along Minnehaha Creek, fr Lake Harriet to Minnehaha av.

MISSISSIPPI AV.—1st n of 30th av n fr Lyndale to Dupont avs n.

MISSISSIPPI ST., E. D.—Franklin av bridge to Lenox st.

MONROE ST., E. D.—3d av ne to 29th av ne; 1st e of Madison st; 301 3d av ne, 601 Spring st, 701 Summer, 1101 Broadway, 1301 13th av ne, etc.

MOUNT CURVE AV., W. D.—Douglas av near Hennepin, w to Kenwood Parkway, 816 Douglas, 1000 Colfax, 1101 Dupont, 1201 Emerson, 1226 Fremont, 1500 Humboldt, 1600 Irving, 1700 James, 1800 Knox, 1900 Logan, 2000 Morgan.

NICOLLET AV., W. D.—Hennepin av and High st sw to Grant st thence s to limits; dividing line between East and West for all streets South of Grant.

NICOLLET ST., E. D.—Nicollet Island; Grove st to Maple.

NORTH ALDRICH AV., W. D.—Superior av n to limits; 1st w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 183 Chestnut, 201 1st av n, 225 2d, 241 Western, 301 3d av n, etc.

NORTH BRYANT AV., W. D.—Superior av n to limits; 2d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 600 6th av n, etc.

NORTH CEDAR LAKE RD., W. D.—S w from Western av bet n Hum-

boldt and n Irving avs, to Superior; numbers begin at Western av.

NORTH COLFAX AV., W. D.—Superior av n to limits, 3d w of Lyndale av; 1 Superior av, 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 177 Chestnut, 201 1st av n, 229 2d av n, 251 Western, 301 3d av.

Unopened from 6th av n to 26th av n; thence 100 to a blk to 36th av n.

NORTH DUPONT AV., W. D.—Superior av, n to city limits, 4th w Lyndale av, 1 Superior av, 29 Huron, 53 Erie, 76 Ontario, 101 Laurel, 177 Chestnut, 201 1st av n, 255 Western av, 501 5th av n, etc.

NORTH ELEVENTH ST., W. D.—Hennepin av n to 2d av n, 1 Hennepin av, 31 Hawthorn, 53 Chestnut, 101 1st, 125 Western av.

NORTH EMERSON AV., W. D.—Superior av n to limits; 5th w of Lyndale av, same numbering as n Dupont.

NORTH FREMONT AV., W. D.—Superior av n to limits; 6th w of Lyndale av, same numbering as n Dupont.

NORTH HUMBOLDT AV., W. D.—Superior av n to limits; 8th w of Lyndale av, same numbering as n Dupont.

NORTH IRVING AV., W. D.—Chestnut av to limits; 9th w of Lyndale av; 176 Chestnut av, 204 1st, 232 2d av n, 300 Western av, 400 4th av n, etc.

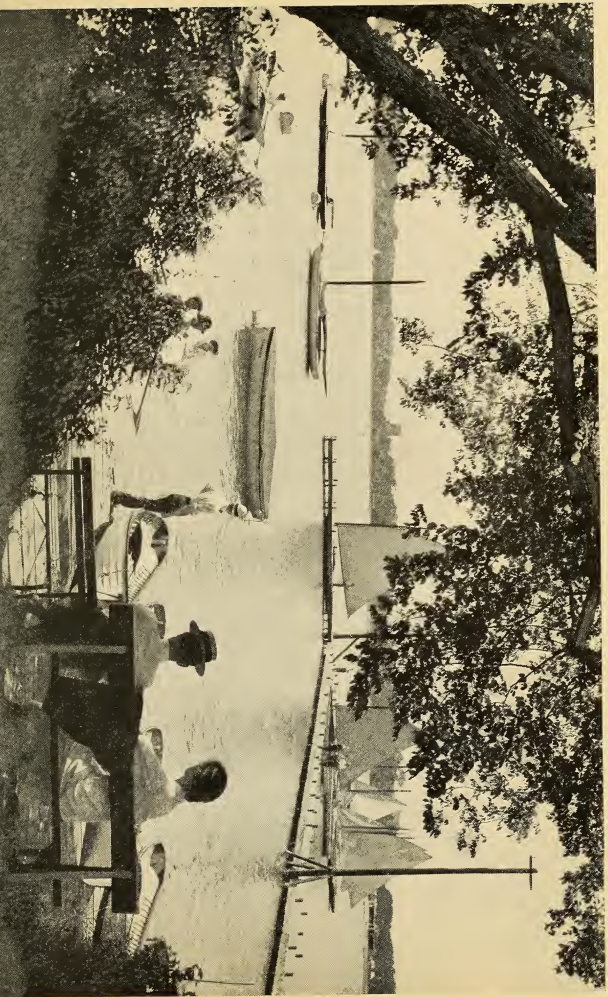
NORTH JAMES AV., W. D.—Chestnut av n to limits; 10th w of Lyndale av, 170 Chestnut av, 204 1st av n, 232 2d av n, 300 Western, 400 4th av n, etc.

NORTH KNOX AV., W. D.—Western av to limits; 11th w of Lyndale av; 400 4th av n, etc.

NORTH LOGAN AV., W. D.—Superior av n to limits; 12th w of Lyndale av; 300 Western, 400 4th av n, etc.

NORTH LYNDALE AV., W. D.—Kenwood Parkway near Loring Park n to limits; 29 Huron, 53 Erie, 77 Ontario, 101 Laurel, 125 Hawthorn, 149 Linden, 171 Chestnut, 195 R R Crossing, 201 1st av n, 229 Western, 301 2d av n, 600 6th av n, etc.

NORTH MORGAN AV.—N fr Western av to limits, 13th w of Lyndale.



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MINNEAPOLIS, MINNESOTA

NORTH NINTH ST., W. D.—N fr e end of Hawthorn av; 40 Hawthorn av, 100 1st av n, 124 Western av, 154 Holden.

NORTH OLIVER AV., W. D.—Superior av n to limits, 7th w of Humboldt av; 300 Western av, 400 4th av n, etc.

NORTH PENN AV., W. D.—Sixteenth w of Lyndale av; fr Superior av n to limits, same numbering as Oliver.

NORTH QUEEN AV., W. D.—Superior av n to limits; 17th w of Lyndale av.

NORTH RUSSELL AV., W. D.—Superior av n to limits; 18th w of Lyndale av, same numbering as Oliver.

NORTH SEVENTEENTH ST., W. D.—Fr Erie av 1st e of Lyndale av; 100 Laurel, 125 Hawthorn, 148 Linden.

NORTH SHFRIDAN AV., W. D.—Superior av n to limits; 11th w of Humboldt av.

NORTH SIXTEENTH ST., W. D.—2d e of Lyndale av n; 1 Hennepin, 32 Laurel, 56 Hawthorn, 82 Linden.

N. THOMAS AV., W. D.—Superior av. n to limits, 12th w of Humboldt av.

N. UPTON AV., W. D.—Superior av. N to limits, 13th w of Humboldt av.

N. VINCENT AV., W. D.—Superior av. n to limits, 14th w of Humboldt av.

N. WASHBURN AV., W. D.—Superior av. n to limits, 15th w of Humboldt av.

NORTH WASHINGTON AV., W. D.—Hennepin av to limits; bet 2d and 3d st n; 2 Hennepin av, 100 1st av n, etc.

N. XERXES AV., W. D.—Superior av. n to limits, 16th w of Humboldt av.

OAK ST., E. D.—River n to Great Northern R R; 1st e of 17th av se.

OAK GROVE ST., W. D.—Nicollet av w to Hennepin av; s of W 15th st; 101 Vine pl, 201 Spruce pl, 417 Clifton pl, 508 W 15th st, 536 Hennepin av.

OAKLAND AV., W. D.—1st e of Portland, Franklin av s to limits. Same as 6½ av s.

OAK LAKE AV., W. D.—6th av n to 10th av n; 1st e of Lyndale av.

OLIVER AV.—See n Oliver av.

ONTARIO AV., W. D.—Lyndale av w to Dupont av; 1st s of Laurel av, 1 Lyndale av, 73 Aldrich.

ONTARIO ST., E. D.—Beacon st s to river; 1st e of Oak st.

ORLIN AV., E. D.—Fr University Av. through Prospect Park to Emerald St.

ORTMAN ST., E. D.—Central av se to 1st av se; 1st w of University av; 1 Central av, 49 Bank st, 100 1st av se.

PACIFIC ST., W. D.—20th av n to 33d av n; 1st e of 1st st.

PALACE COURT.—Fr Nic to 1st av s, bet. 3d and 4th sts.

PARK AV., W. D.—Continuation of 7th av s fr 10th st to limits.

PARK DRIVE, W. D.—W. 46th st. to Minnehaha Pkwy, 1st e of Lake Harriet Boul.

PENN AV.—See n Penn av.

PIERCE ST., E. D.—Division st n to limits; 1st e of Filmore st; 300 Division st, 400 Winter, 600 Spring, 700 Summer, 1100 Broadway, 1600 16th av ne, etc.

PILLSBURY AV., W. D.—Fr w 19th to 48th st, 2d w of Nicollet av (formerly Lindley av).

PLEASANT AV., W. D.—W Franklin av s to limits; 3d w of Nicollet av.

PLEASANT ST. E. D.—Arlington st s to river; 1st e of Prospect st; 101 Arlington st, 201 Beacon, 301 Cambridge, 401 Delaware, 501 Essex, 601 Fulton.

PLYMOUTH AV., W. D.—Same as 13th av n; runs from river w to city limits.

POLK ST., E. D.—Division st n to n limits; 1st e of Tyler st; 301 Division st, 401 Winter, 601 Spring, 701 Summer, 1100 Broadway, 1801 18th av ne.

PORT AV., W. D.—Lake St. to 28th st. bet. 21st and 22d avs. S.

PORTLAND AV., W. D.—Continuation of 6th av s fr Grant st to limits.

POST OFFICE CT., W. D.—Rear post office fr 1st av S to 3d st.

PRINCE ST., E. D.—Central av se to Bank st.

PROSPECT AV., W. D.—1st s of 50th st. bet. Nicollet and Lyndale.

PROSPECT ST., E. D.—Arlington st to river; 1st n of Pleasant st; 100

Arlington st, 200 Beacon, 300 Cambridge, 400 Delaware, 500 Essex.

QUEEN AV.—See N. Queen Av.

QUINCY ST., E. D.—3d av ne n to 27th av; 1st e of Monroe; 300 3d av ne, 600 Spring st, 700 Summer, 1100 Broadway, 1800 18th av ne, etc.

RAILROAD AV., W. D.—E 34th to e 41st, 2d w of Minnehaha av.

RAMSEY ST., E. D.—6th av ne n to river; 1st w of Marshall st.

RANDOLPH ST., E. D.—1st e of Marshall st; 26th to 31st av ne.

RICHFIELD AV.—From Calhoun Boulevard s to 40th, 1st w of Queen.

RIDGEWOOD AV., W. D.—Pillsbury av w to Lyndale; 1st n of Franklin av; 200 Pillsbury av, 400 Pleasant, 700 Lyndale.

RIVER ROAD East, E. D.—Along east river bank fr university to limits.

RIVER ROAD West, W. D.—Along Miss river fr Franklin to Minnehaha Park.

RIVER ST., W. D.—Hennepin av nw to Bassett's Creek next to river.

RIVERSIDE AV., W. D.—Cedar av and s 4th st; se to Franklin.

ROLLINS AV., E. D.—14th av s e

ROOSEVELT ST., E. D.—Division st. n to limits, 9th e of Johnson st. to Oak, 2d s Como av.

ROYALSTON AV., W. D.—Western av and 12th st nw to 6th av n; 1 Holden st, 20 Highland av, 120 6th av n.

RUSTIC LODGE AV., W. D.—Fr. Nicollet av w, 1st s of W. 48th st.

SANFORD COURT.—Bet 8th and 9th sts and 7th and 8th avs se.

SEABURY AV., W. D.—(Formerly part of Riverside av.) Franklin to E. Lake.

SKYMOUR AV., E. D.—Clarence av s to Sharon av; 1st s e of Malcolm av.

SHARON AV., E. D.—Fr river e to Emerald st, 1st s Hamline av.

SHERIDAN AV.—See N. Sheridan.

SIBLEY ST., E. D.—7th av ne n to 13th av ne; 3d w of Main st.

SIDNEY PL., E. D.—Orlin av to Malcolm, 1st s Univ av s e.

SNELLING AV., W. D.—Franklin av se to limits; 1st w of Minnehaha av.

SOUTH ABBOTT AV., W. D.—Fr Superior av, s to city limits, 1st w of Zenith av.

SOUTH ALDRICH AV., W. D.—Lincoln av s to limits; 1st w of Lyndale av, 1950 Lincoln av, 2000 Franklin, 2200 w 22d st, etc.

SOUTH BEARD AV., W. D.—Fr Superior av, s to city limits, 2d w of Zenith av.

SOUTH BRIANT AV., W. D.—Douglas av s to limits; 2d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, etc.

SOUTH CEDAR LAKE ROAD, W. D.—Runs sw from Superior av near Xerxes av to w limits.

SOUTH CHOWEN AV., W. D.—Fr Superior av, s to city limits, 3d w of Zenith av.

SOUTH COLFAX AV., W. D.—Douglas av s to limits; 3d w of Lyndale av; 1766 Douglas, 1800 Summit, 1900 Lincoln, 200 Franklin, 2200 w 22d st, etc.

SOUTH DREW AV., W. D.—Fr Superior av, s to Douglas av, 4th w of Zenith av.

SOUTH DUPONT AV., W. D.—Superior av s to limits; 4th w of Lyndale av; 1700 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin av w, 2200 w 22d st, etc.

SOUTH ELEVENTH ST., W. D.—Hennepin s to Portland; 1 Hennepin av, 30 Harmon pl, 64 Mary pl, Nicollet av, 100 1st av s, etc.

SOUTH EMERSON AV., W. D.—Superior av s to limits; 5th w of Lyndale av; 1400 Groveland, 1705 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 w 22d st, 2400 w 24th, 2420 Hennepin, 2500 25th st, etc.

SOUTH EWING AV., W. D.—Fr Superior av, s to city limits, 5th w of Zenith av.

SOUTH FRANCE AV., W. D.—Fr Superior av, s to city limits, 6th w of Zenith av.

SOUTH FREMONT AV., W. D.—Mt Curve av s to w 36th st; 8th w of Lyndale av; 1700 Mt Curve, 1766 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2400 w 24th st, etc.

SOUTH GIRARD AV., W. D.—Douglas av s to limits; 7th w of Lyndale av; 1766 Douglas av, 1800

Summit, 1900 Lincoln, 2000 Franklin, 2400 24th st, etc.

SOUTH HUMBOLDT AV., W. D.—Mt Curve av s to w 36th st; 8th w of Lyndale; 1701 Mt Curve av, 1766 Douglas, 1801 Summit, 1901 Lincoln, 2000 Franklin, 2200 22d st, etc.

SOUTH IRVING AV., W. D.—Mt Curve av s to w 36th st; 9th w of Lyndale av s to limits; 9th w of Lyndale av; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2200 22d st, 2312 Lake pl, 2400 24th st, 2500 Euclid pl, 2600 26th, etc.

SOUTH JAMES AV., W. D.—Mt Curve s to limits; 10th w of Lyndale; 1700 Mt Curve, 1767 Douglas, 1800 Summit, 1900 Lincoln, 2000 Franklin, 2900 29th, 3000 Lake, 3100 31st.

SOUTH KNOX AV., W. D.—Mt Curve s to Franklin; 11th w of Lyndale; 1700 Mt Curve, etc.

SOUTH LOGAN AV., W. D.—W of s Knox.

SOUTH LYNDALE AV., W. D.—Kenwood Parkway s; 7th w of Nicollet; 23 Vineland pl, 1743 Groveland av, 1801 Summit, 1819 Lincoln, 1921 Franklin av, 2201 w 22d st, etc.

SOUTH MORGAN AV., W. D.—W of s Logan.

SOUTH 7½ ST., W. D.—1st s of s 7th st; n of Murphy pk; 22d to 23d avs s.

S. SHERIDAN AV., W. D.—Kenwood Pkwy s to Lake of Isles and Lake Calhoun s to limits, 11th w of Humboldt av.

S. THOMAS AV., W. D.—Franklin av. s to 24th st and 48th st to 52d, 12th w of Humboldt.

SOUTH UPTON AV., W. D.—Fr Lake Calhoun s, 13th w of Humboldt av.

SOUTH VINCENT AV., W. D.—Fr Superior av, s to city limits, 22d w of Lyndale av.

SOUTH WASHBURN AV., W. D.—Fr Superior av, s to city limits, 22d w of Lyndale av.

SOUTH WASHINGTON AV., W. D.—Hennepin av bet 2d and 3d sts s to river, across bridge and (E. D.) from river to University av se, 3d s of University grounds; numbered regularly in W. D. In E. D. 200 Pleasant, 300 State, 400 Church,

500 Union, 600 Harvard, 700 Walnut, 800 Oak, 900 Ontario.

SOUTH XERXES AV., W. D.—Fr Superior av, s to city limits, w s of Cedar Lake Park add.

SOUTH YORK AV., W. D.—Fr w 36th st, s to city limits, 1st w of Xerxes av.

SOUTH ZENITH AV., W. D.—Fr Superior av, s to city limits, 2d w of Xerxes av.

SPRING ST., E. D.—Washington st to Johnson st; 1st s of Summer st, 621 Washington st, 641 Adams, 661 Jefferson, 681 Madison, 701 Monroe, 801 Quincy, 825 Jackson, 933 Central, 1001 Tyler, 1025 Polk, 1101 Taylor, 1201 Filmore, 1301 Pierce, 1401 Buchanan, 1501 Lincoln, 1601 Johnson, etc.

SPRUCE PL., W. D.—Hennepin av to Oak Grove st; next w of s 13th st; 2 Hennepin av, 30 Harmon pl, 58 Yale pl, 118 w Grant st, 1400 w 14th, 1500 w 15th, 1536 Oak Grove.

ST. ANTHONY PARKWAY, E. D.—now "River Road, East."

ST. LOUIS AV., W. D.—S. of Cedar Lake, 1st w M & St L Ry.

ST. MARYS AV., E. D.—Prospect Pk, fr Univ. av s to Chandler st.

ST. PAUL AV., W. D.—s of Cedar Lake from Chowen av. to M. & St. L. Ry.

STATE ROAD, E. D.—29th Av. S. E. and Como, ne to limits.

STATE ST., E. D.—Arlington st s to river; 1st e of Pleasant st; 101 Arlington st, 201 Beacon, 301 Cambridge, 401 Delaware, 501 Essex, 601 Fulton.

STEVENS AV., W. D.—Bet 1st and 2d avs s fr Grant st to limits; 1300 Grant st, 1400 14th, etc.

STINSON BOUL., E. D.—Division st. n to 14th av N. E., continuation of 18th Av. S. E.

STOCK YARDS RD., E. D.—Broadway n e to limits, 1st e Johnson st.

SUMMER ST., E. D.—7th av ne to Johnson st, bet Spring and Broadway; 626 7th av ne, 640 Adams st, 660 Jefferson, 680 Madison, 700 Monroe, 800 Quincy, 824 Jackson, 900 Van Buren, 932 Central, 1001 Tyler, 1024 Polk, 1100 Taylor, 1200 Filmore, 1300 Pierce, 1400 Buchanan, 1500 Lincoln, 1600 Johnson, etc.

SUMMIT Av., W. D.—Lyndale av w to Logan av; 2d n of Franklin; 700 Lyndale av, 800 Hennepin, 900 Bryant, 1000 Colfax, 1100 Dupont, 1200 Emerson, 1300 Fremont, 1400 Girard, 1500 Humboldt.

SUMMIT PL., W. D.—1st w of Fremont av s; fr Groveland av to Mt Curve av.

SUMNER PL., W. D.—1st w of n Bryant av; fr 6th av n to 11th av n.

SUPERIOR Av., W. D.—Hennepin av w to limits; 1st s of Ontario av.

SUPERIOR ST., E. D.—South line of Regent's add to Bridal Veil Falls; 1st e of Huron st.

SVERDRUP ST., W. D.—1st n of s 6th st, near Riverside av.

TAPT ST., E. D.—Division St. n to limits, 10th e of Johnson st.

TALMAGE Av., E. D.—10th av se to 23d av se; 1st s of Division st.

TAYLOR ST., E. D.—Division st n to limits; 1st e of Polk st; 301 Division, 401 Winter, 601 Spring, 659 Summer, 1100 Broadway, 1800 18th av ne, etc.

10½ Av. N., W. D.—S. fr 4th to 5th and W. from Lyndale to Knox.

THOMAS PL., W. D.—Elwood Av. to Logan, 1st w of 6th Av. N.

THORNTON ST., E. D.—Fr C M & St P Ry, s to Sharon, 1st w Chandler.

TYLER ST., E. D.—Division st n to Division st, 401 Winter, 601 Spring, 701 Summer, 1101 Broadway.

ULYSSES ST., E. D.—Division St. n to limits, 1st e of Johnson st.

UNION ST., E. D.—Fr Arlington st to river; 1st e of Church st.

UNIVERSITY Av., NE, E. D.—Central av n to limits, bet 3d and 4th sts ne.

UNIVERSITY Av., SE, E. D.—Central av s to limits bet 2d and 4th sts se.

VAN BUREN ST., E. D.—3d av ne n to 18th av; 1st e of Jackson st; 600 3d av ne, 700 Summer st, 1100 Broadway, 1200 12th av, etc.

VAN NEST Av., W. D.—W. 38th to W. 40th St., 1st w of Nicollet.

VINE PL., W. D.—Grant st s to Franklin av; 1st w of Nicollet; 1350 Grant st, 1400 w 14th, 1500 w 15th; 1700 Oak Grove, 1800 Clifton, 1900 w 19th, 1934 Franklin.

VINELAND PL., W. D.—Fr Hennepin av w to Bryant av; 1st s of

Kenwood Parkway; 700 Lyndale av, 810 Bryant.

WALNUT ST. E. D.—Arlington st s to river; 1st w of Oak st.

WARWICK ST., E. D.—Hamline av e to Sharon av, 1st w of Cecil, Prospect Park.

WASHINGTON Av.—See N. and S. Washington av.

WASHINGTON ST., E. D.—5th st ne n to 27th av ne; 4th w of Monroe st, 601 Spring st, 701 Summer, 727 6th, 747 8th av ne, 1101 Broadway, 1301 13th av, etc.

WATER ST., E. D.—8th av ne to Ramsey st; next to river.

WAVERLY PL., W. D.—1st w of line of Humboldt av s; Kenwood Parkway to Mt Curve av; 1 Kenwood Parkway, 1600 Groveland av.

WEEKS Av., E. D.—Como Av. se to 28th Av. S. E., 1st n of N. P. Ry.

WENTWORTH Av., W. D.—S from w 40th st, two blocks w of Nicollet av.

WESTERN Av., W. D.—7th st at 1st av n to limits; 2 7th st n, 28 9th, 50 10th, 76 11th, 100 12th, 124 St P M & M Ry, 172 Border av, 494 Lakeside, 700 Lyndale, 1200 Fremont, etc.

WEST FRANKLIN Av. W. D.—Nicollet av to city limits; 1st s of 19th st; 1 Nicollet av, 101 Vine pl, 201 Pillsbury av, 301 Pleasant, 401 Grand, 501 Harriet, 601 Garfield, 791 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 Hennepin, 1101 Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1501 s Humboldt, 1601 s Irving, 1701 s James, 1801 Lake of Isles Boulevard.

WEST GRANT ST., W. D.—Nicollet av w to Willow st, bet 13th and 14th sts, 1 Nicollet av, 101 Vine pl, 201 Spruce pl.

WEST LAKE ST., W. D.—Nicollet av w to limits (same as 30th st); 1 Nicollet av, 101 Blaisdell, 113 Center st, 201 Pillsbury av, 301 Pleasant, 401 Grand, 501 Harriet, 701 s Lyndale, 801 s Aldrich, 901 s Bryant, 1001 s Colfax, 1101 s Dupont, 1201 s Emerson, 1301 s Fremont, 1401 s Girard, 1401 Hennepin, 1501 s Holmes, 1601 s Humboldt, 1701 s Irving, 1801 s James, 1901 s Knox.

WEST 19TH ST., W. D.—Nicollet av w to Lyndale; 1 Nicollet av; 100 Vine pl, 200 Pillsbury av.

WEST RIVER BANK PARKWAY.—Now "River Road, West."

WILDER ST., E. D.—Bridge st se; 1st e of w channel.

WILLIAMS AV., E. D.—St. Mary's av s to Arthur av, Prospect Park.

WILLOW AV., W. D.—Logan av nw to Penn av bet Crystal Lake av and Hillside av.

WILLOW ST., W. D.—Hennepin av to w 15th st; 2d w of s 13th st.

WINTER ST., E. D.—Harrison st e to V st; 1st n of Division st; 932 Central av, 1000 Tyler, 1024 Polk, 1100 Taylor, 1200 Filmore, 1300 Pierce, 1400 Buchanan, 1500 Lincoln, 1600 Johnson.

YALE AV. E. D.—Huron e to C M & St P Ry, 1st s Dartmouth.

YALE PL., W. D.—10th st to Willow st; 1st s of Harmon pl; 1000 10th st, 1300 13th, 1400 Spruce pl, 1500 Willow st.

Street Sprinkling.—Like all other public works, the sprinkling of streets is extended each year. Over 400 miles are now sprinkled. Improved sprinklers are used. In freezing weather a solution of calcium chloride is used for sprinkling in the business center.

St. Stephen's Catholic Church.—Cor. 22nd St. and Clinton Av. It is built of Bayfield brown stone and has an auditorium capable of seating 1,400 people. 4th Av. S. & 6th Av. N. electric line.

Sub-Postal Stations.—(See Post Office.)

Suburban Railways.—Suburban lines of the Twin City Rapid Transit Co. reach Lake Minnetonka on the west and Stillwater on the east. The Minneapolis, Northfield & Southern Ry. extends south to Northfield, Minn. The Electric Short Line is completed west, past Medicine Lake and Lake Minnetonka to Hutchinson, Minn., and is planning extensions aggregating 350 miles. It enters the city from the west and has very valuable

terminals at 7th St. and 2nd Av. N. The Minneapolis, Anoka & Cuyuna Range Ry. runs to Anoka, 19 miles up the Mississippi river.

Suburban Trains.—For trains to Lake Minnetonka, and all places in the vicinity, it is always best to consult the current time cards, as frequent changes are made. (See TICKET OFFICES.)

Sunday is a quiet day in Minneapolis. Police restrictions close the saloons. During the summer thousands visit the lakes either by automobiles, steam or electric cars or carriages. At Lake Harriet concerts are usually provided, and refreshments of a non-intoxicating order may be obtained everywhere. The boulevards and lake drives afford a means of pleasure which is very extensively enjoyed.

Swedish Mission Churches.—The churches of the Swedish Evangelical Mission Covenant of America are as follows:

BETHANIA CHURCH.—Cor. 25th Av. S. and 22d.

CAMDEN PLACE.—Cor. 42d Av. N. and Emerson.

GETHSEMANE CHURCH.—Cor. 20th Av. N. and Aldrich.

NORTH EAST (Swedish).—Cor. 18½ Av. N. E. and Central.

SWEDISH ELIM CHURCH.—Cor. 18th Av. S. and 31st St.

SWEDISH MISSION TABERNACLE.—Cor. 8th Av. S. and 7th St.

Swedish Mission Tabernacle.—Corner of 8th Av. S. and 7th St. It was built in 1886 at a cost of about \$50,000 and the main audience room is the largest in the city having a seating capacity of 2,800.

Synagogues, Jewish.—(See HE-BREW CHURCHES.)

Syndicate Block.—A large building on Nicollet Av. extending from 5th to 6th St. The 6th St. corner was destroyed by fire in 1911, and was replaced by what is virtually a distinct building—

a substantial steel frame and concrete structure devoted to stores on the ground floor and physician's offices above. The original building was erected in 1882, and cost about \$640,000, and with site \$900,000. Conklin-Zonne-Loomis Co., Mgrs.

Taxes and Assessments.—(See FINANCES and PUBLIC IMPROVEMENTS.)

Taxicabs.—Taxicabs are usually to be found at the leading hotels and may be ordered from the hotel offices or by telephone from home or office. The charges are based on an initial fee of 50 cents for the first $\frac{1}{2}$ mile for from one to five passengers and 10 cents for each $\frac{1}{2}$ mile thereafter, and 10 cents for each 3 minutes' waiting time. "Yellow taxicabs" on a meter basis charge 30 cents for the first $\frac{1}{2}$ mile or fraction, 10 cents for each $\frac{1}{2}$ mile thereafter and 10 cents for each three minutes wait. Additional passengers 10 cents each per trip. Hour basis, \$2.50 per hour.

Tax Levy.—(See FINANCES and GOVERNMENT.)

Teachers. — (See PUBLIC SCHOOLS.)

Technical Education.—(See INDUSTRIAL EDUCATION and UNIVERSITY OF MINNESOTA.)

Telegraph Offices.—The North American, Western Union, National District, and American District telegraph companies do business in the city. The last two are local; the others reach all points and take cable messages. Their offices are as follows:

NORTH AMERICAN.—Main office,—Phoenix Bldg., 60 S. 4th St.

Branches:—

Chamber of Commerce.

Metropolitan Life Bldg.

Flour Exchange.

Security Bank Bldg.

Market State Bank Bldg.

1405 Hennepin Av.

First National-Soo Line Bldg.

Radisson Hotel.

106 N. 3rd St.

503 $\frac{1}{2}$ Hennepin Av.

11 S. 6th St.

759 Wash. Av. N.

WESTERN UNION.—Main office, 317 2nd Av. S.

Branches:—

Chamber of Commerce, exchange floor.

Old Chamber of Commerce, ground floor, cor. 3rd St and 4th Av. S.

Andrus Bldg.

Lumber Exchange.

51 S. 4th St.

Jordan Bldg., 3rd Av. N. and 2nd St.

Central Market.

Univ. Av. and 27th Av. S. E.

Security Bldg.

First National-Soo Line Bldg.

Radisson Hotel.

Dyckman Hotel.

West Hotel.

Metropolitan Life Bldg., (formerly Guaranty Bldg.).

Union Depot.

C. M. & St. P. Depot.

Mpls. and St. L. Pass. Depot,

Washington and 4th Aves. N.

608 N. Washington Av.

Dayton Co.

L. S. Donaldson Co.

Plymouth Bldg.

Leamington Hotel.

Rogers Hotel.

1407 Hennepin Av.

9 University Av. S. E.

260 Hennepin Av.

1429 W. Lake St.

6 W. 26th St.

In connection with the Western Union is operated the A. D. T. Co., with offices at all Western Union offices.

(See MESSENGER SERVICE.)

Telephone Service.—Minneapolis is served by two telephone companies. The older company is the Northwestern Telephone Exchange Company which has been in the field for a score of years. Its central exchange is in its building at the corner of Third Av. S. and 5th St. where it also maintains general offices. C. E. Yost is president; W. B. T. Belt, vice president and general manager; J. W. Chris-

tie, treasurer; Geo. A. French, district commercial manager.

The Tri-State Telephone Company is a newer institution, having entered the field about fifteen years ago. Geo. W. Robinson is president, C. B. Randall, secretary, and R. L. Barry, general superintendent. Its offices are at 3rd Av. S. and 7th St.

These companies were merged during 1918.

Through the business center of the city the telephone wires are carried in conduits. Rates charged by the Northwestern are approximately the same as those in other cities, of similar size, in this country and vary according to the character of the service. For an unmeasured exclusive service in a business office the Northwestern rate is \$6.00. The Tri-State Company for this service charges \$4 per month. Numerous pay stations are maintained in hotels, office buildings and other public places where telephone service may be had for 5c for local messages and from 10c up for out-of-town messages. The long-distance service reaches every part of the northwest and the principal eastern cities.

Temperature.—(See CLIMATE.)

Temple Court.—An eight-story brick and terracotta office building at the corner of Washington and Hennepin Aves. It is of fire-proof construction.

Tenement Houses.—The tenement house as it is found in most large cities, is almost unknown in Minneapolis. As a rule even the very poor live in small detached houses and thus secure a fair allowance of light and air even if overcrowded. Along lower Washington Av. perhaps the nearest approach to the typical tenement house is found.

Theatres.—Minneapolis theatres have a large patronage. A great

variety of attractions is provided during the season and with one or two exceptions the theaters are entirely devoted to vaudeville and motion pictures. The leading theaters are as follows:

AUDITORIUM.—11th St. bet. Nicollet and Marquette Av. Concerts, grand opera and special theatrical engagements.

LYRIC THEATRE.—720 Hennepin Av. Motion pictures.

METROPOLITAN OPERA HOUSE.—Marquette Av. between 3rd and 4th Sts.

NEW GARRICK THEATRE.—40 S. 7th St. Vaudeville and motion pictures.

NEW GRAND.—619 Hennepin Av. Motion pictures.

NEW PALACE.—408 Hennepin Av. Vaudeville and motion pictures.

ORPHEUM THEATRE.—7th St. bet. Hennepin and Nicollet. Vaudeville and motion pictures.

PRINCESS THEATRE.—12-14 4th St. N. E. Motion pictures.

SHUBERT.—7th St. bet. Hennepin and 1st Av. N. Stock.

STRAND.—38 S. 7th St. Motion pictures.

UNIQUE.—Hennepin Av. bet. 5th and 6th Sts. Vaudeville and motion pictures.

Things to See.—(See SEEING THE CITY, DRIVES and EXCURSIONS.)

Third Ave. Bridge.—The latest addition to the group of bridges spanning the Mississippi river at Minneapolis. From the foot of Third Av. S. it extends from the west side of the river in a curve, approaching quite near the crest of the Falls of St. Anthony and affording an unequalled view of the milling district. The bridge is of concrete construction.

Thursday Musical.—This organization is composed of ladies interested in the study of music and the promotion of musical affairs, and is made up of three classes of membership—active, student, and associate. The active members to be eligible must be proficient in some branch of

musical art. The musical meets fortnightly and fourteen regular programs are given by the active members according to a definite plan. During each season it gives several concerts by artists outside the club. Its philanthropic work which consists of furnishing free musical programs wherever there is need of such entertainment without the means to pay for it, is an important feature of the club's activity. The Settlement Committee, operating through the various settlement houses provides musical instruction for talented children of limited means. The membership is approximately 1,000. The active membership is subdivided into four classes—pianists, vocalists, organists and strings—for the purpose of facilitating the study in which each class is particularly interested. A studio and office are maintained in the Barnum Building, 806 Nicollet Av. Mrs. Weed Munro is president, and Mrs. Henry S. Godfrey, secretary.

Ticket Offices.—In addition to the depot offices the railroads centering in Minneapolis maintain city ticket offices as follows:

UNITED STATES RAILROAD ADMINISTRATION CONSOLIDATED TICKET OFFICE.—Sixth St., cor. 2nd Av. S., serving the following lines:

CHICAGO, BURLINGTON & QUINCY.

CHICAGO GREAT WESTERN.

CHICAGO, MILWAUKEE & ST. PAUL.

CHICAGO, ROCK ISLAND & PACIFIC GREAT NORTHERN.

MINNEAPOLIS & ST. LOUIS.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE.

NORTHERN PACIFIC.

NORTHWESTERN LINE.

CANADIAN NORTHERN.—311 Nicollet Av.

DAN PATCH LINE.—54th and Nicollet, and 7th St. and 2nd Av. N.

ELECTRIC SHORT LINE.—7th St. and 2nd Av. N.

MINNETONKA ELECTRIC LINE.—17 N. 6th St.

Tonka Bay.—A beautiful place on the south shore of Lake Minnetonka at the terminus of the Lake Minnetonka electric line. It is about a mile northwest of Excelsior across the intervening bay.

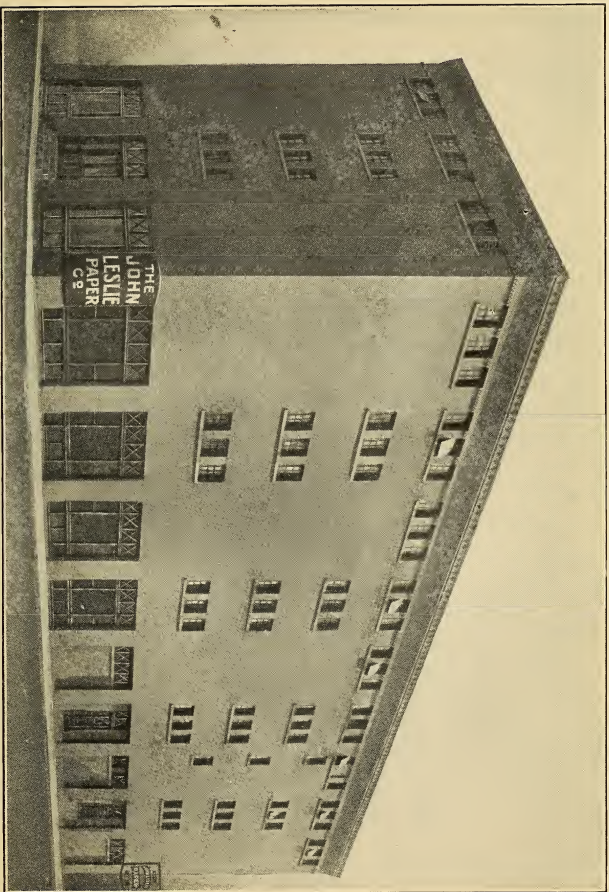
Topography.—There are no particularly marked elevations within the city of Minneapolis and no depressions of importance with the exception of the gorge of the Mississippi below the falls. In a general way it may be said that the main part of the city lies in an irregular basin, formed by low ranges of hills extending in semi-circular form on the southwest and northeast.

The Mississippi river flows through the city a distance of $8\frac{1}{2}$ miles, and along the easterly border an additional distance of $3\frac{1}{2}$ miles, making a total course of 12 miles, within which distance it has a fall of 105 feet. Tributary to the river are Shingle creek in the extreme northern, Bassett's Creek in the central and Minnehaha Creek in the extreme southern portions of the city, all flowing through the city from the west.

The soil is for the most part sandy, varied here and there with coarse gravel and clay. A large part of the central and northern parts of the city were originally covered with trees, and many are still standing in the door yards of pleasant homes. In the southwestern part of the city are four large lakes, referred to in the article on PARK SYSTEM. All drainage is carried by sewers to the Mississippi river below the falls.

Topographic maps of the U. S. Geological Survey, for the region about Minneapolis may be obtained from The Hudson Publishing Co., 404 Kasota Bldg., cor. 4th St. and Henn. Av.

Torrens Land Title Law.—A system of land title registration



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after the Torrens method is in effect in Minneapolis and Hennepin county. By making application to the district court an owner of real estate may secure a decree of registration upon which is issued a certificate which is conclusive evidence of title. After the initial registration all subsequent transfers of the property may be made without further legal examination. The average cost of an initial registration is between \$15 and \$20. After that transfers may be made at a cost of \$3.

Toys.—All the department stores have toy departments. "Deutsche Spielwaaren" may be found at Holtzermann's, 417-25 Cedar Av., where a special display of imported German toys and novelties is made before each Christmas season.

Trades and Labor Assembly.—An organization composed of delegates from various organized bodies of workingmen, trades unions, etc. It considers matters of interest to the laboring classes. Meetings are held 1st and 3rd Wednesdays of each month at 36 S. 6th St. (See LABOR ORGANIZATIONS.)

Transient Home for Girls.—For women desiring a moderate priced boarding place for a few days. (See Woman's Christian Association.)

Trust Companies.—(See LOAN AND TRUST COMPANIES.)

Twin Cities, The.—Minneapolis and St. Paul; a popular name originating in St. Paul.

Underground Wires.—(See ELECTRIC CONDUITS.)

Union City Mission.—Organized by the churches of all denominations in 1895 and incorporated as an interdenominational institution. Its affairs are managed by a board of 15 business men. In 1916 it occupied its present quar-

ters—Hennepin Av. and 2nd St.—where it maintains a new, fire-proof, 12-story commercial hotel, lodging house and a mission hall. Religious services are held nightly. An employment bureau, reading room, free baths for homeless men are maintained. Its aim is to furnish aid in a practical way, helping only those who need temporary relief in food, lodgings or clothing, avoiding any tendency to pauperize, but with friendly kindness to open the way for its religious work. T. E. Hughes is president and C. M. Stocking, superintendent.

Unique Theater.—Hennepin Av. between 5th and 6th Sts. Vaudeville at popular prices.

Unitarian Churches.—The Unitarian churches are:

FIRST.—8th and Mary Place.

NAZARETH FREE CHRISTIAN (Norwegian)—1525 E. Franklin Av.

(See FIRST UNITARIAN CHURCH.)

United States Courts.—The rooms of the U. S. District court are in the Post office or Federal building, corner 3rd St. and Marquette Av.

Unity House.—A social settlement at 250 17th av N. Established in 1897, by the liberal churches of the city, for "general benevolent and educational work and social and moral reform." Its purpose is "to be a center, which through mutual helpfulness will secure higher standards for the children and neighborhood." Maintains the following activities: Mothers' club, day nursery, employment bureau, gymnasium, swimming pool, playground, summer camp, infant welfare clinic, kindergarten, sewing school in both hand and machine sewing, and clubs and classes for people of all ages. The house furnishes a meeting place for organizations and social groups in the community. Resident director, Henry F. Burt. There are twelve resident

workers, and many volunteer helpers. The building was completed and opened in 1912, the entire plant, including lots, costing about \$75,000.

Universalist Churches.—A Universalist society was formed in the village of St. Anthony in 1853 and the Church of the Redeemer was formally organized in 1853. These were the beginnings of Universalism in Minneapolis. The denomination now has three churches as follows:

ALL SOULS.—8th Av. S. E. between 6th and 7th Sts.

CHURCH OF THE REDEEMER.—Cor. 2nd Av. S. and 8th St.

TUTTLE MEMORIAL.—Cor. W. 27th St. and Blaisdell Av.

University Avenue.—Takes the place of 3rd St. N. E. and S. E. The southeastern end passes the state University grounds and is a direct drive to St. Paul.

University Club.—An organization of men holding degrees from accredited academic or professional schools. During the period of the war the club is housed in the building of the Minneapolis Athletic Club. Membership is limited to 500. The dues are \$40 per year; the admission fee is \$25.

University of Minnesota.—After two unsuccessful attempts, the university had its real beginning in 1868 when a reorganizing act was passed which was virtually the charter of the institution. College work with a faculty of nine was begun in the fall of 1869. From this has developed the university of today with its twelve colleges and professional schools in which over 5,700 students of full collegiate grade are regularly enrolled. The agricultural schools, short courses, and Extension Division, attract 8,500 more. Cyrus Northrop, LL. D., president from 1884 to 1911, was succeeded by George Edgar Vincent, Ph. D., LL. D., who was succeeded in July, 1917, by

Marion LeRoy Burton, Ph. D., LL. D., formerly president of Smith College. The university is an integral part of the state school system. Graduates of approved high schools and other accredited preparatory schools are admitted to the university without examination, provided their credentials satisfy the specific requirements of the college to which entrance is desired. The following departments are maintained:

THE COLLEGE OF SCIENCE, LITERATURE, AND THE ARTS.

THE COLLEGE OF ENGINEERING AND ARCHITECTURE.

THE DEPARTMENT OF AGRICULTURE, including—

The College of Agriculture.

The College of Forestry, including—

Forest Experiment Stations at Itasca and Cloquet.

The Central School of Agriculture, University Farm.

The Northwest School of Agriculture, Crookston.

The West Central School of Agriculture, Morris.

The Experiment Stations, including—

The Main Station, St. Anthony Park.

The Northwest Experiment Station, Crookston.

The North Central Experiment Station, Grand Rapids.

The West Central Experiment Station, Morris.

The Northeast Demonstration Farm and Experiment Station, Duluth.

The Southeast Demonstration Farm and Experiment Station, Waseca.

The Fruit Breeding Farm, Zumbra Heights.

THE LAW SCHOOL.

THE MEDICAL SCHOOL, including—
The School for Nurses.

THE SCHOOL OF EMBALMING.

THE COLLEGE OF DENTISTRY.

THE SCHOOL OF MINES, including—

Minnesota School of Mines Experiment Station.

THE COLLEGE OF PHARMACY.

THE COLLEGE OF EDUCATION.

THE GRADUATE SCHOOL.

**THE UNIVERSITY EXTENSION
THE SCHOOL OF ANALYTICAL AND
APPLIED CHEMISTRY.**

SERVICE, including
General Extension Division.
Agricultural Extension Division

GOVERNMENT.—The management of the university is vested in a board of twelve regents, of whom nine are appointed, and three, the governor of the state, the superintendent of public instruction and the president of the university, are members ex-officio.

GROUNDS AND BUILDINGS.—The university grounds comprise about 108 acres lying between University Av. and the river and from 11th Av. S. E. to Harvard. They command a fine view of the falls and the city but are sufficiently removed from the business center to secure reasonable quiet and retirement. A more attractive campus could hardly be imagined. Much of its surface is covered with handsome oak trees, while ver. The buildings on the Greater Campus are valued at \$3,909,835, the equipment at \$2,006,611, the land at \$2,000,000, making the total valuation of the main plant, \$7,916,446. The permanent fund invested is \$3,408,648.32. The campus of the College of Agriculture, situated midway between Saint Paul and Minneapolis on the Como-Harriet interurban line, consists of 418.75 acres of land valued at \$419,300, the buildings are valued at \$1,345,145, and the equipment at \$402,320, making a total of \$2,166,765. In addition to this there are experimental stations at Morris, Crookston, Grand Rapids, Duluth, and Waseca, the Fruit Breeding Farm at Excelsior, the experimental station of the College of Forestry at Cloquet, and the forestry reserve at Itasca Park, with grounds, buildings and equipment valued at a total of approximately \$959,682. These figures for the Department of Agriculture added to the figures for the main

campus, give a total of \$11,042,893 as the approximate total value of the grounds, buildings and equipment of the University of Minnesota.

Upon entering the university grounds, the Music Building, Law Building, College of Education Building, Alice Shevlin Hall for the women of the university and the Women's Gymnasium, are on the right, the Library, Mechanic Arts Building, Folwell Hall, Physics Building, Minnesota Union (Men's Building), Pillsbury Hall and Armory on the left. The Armory provides for the departments of military science and physical training, and is so constructed as to serve the additional purpose of a large assembly hall. Pillsbury Hall is 245 feet in length, and is built of brown stone. It contains museums, laboratories for geology, mineralogy, botany, and animal biology, recitation and lecture rooms, and accommodations for the geological survey. The building was the gift of the late John S. Pillsbury.

The library building contains the assembly hall, the offices of the president, registrar, comptroller and librarian; rooms for packing, storing and cataloguing books; recitation rooms and offices for the department of history. It contains stack rooms for the storage of one hundred thousand volumes; and the special library of the department of history.

On the land recently acquired by the University to the south of the old campus new buildings have been erected in accordance with a well defined architectural and landscape plan. The Elliott Memorial Hospital (194 beds); Millard Hall, the Institute of Anatomy, the Main Engineering Building, Experimental Engineering Building, the Chemical Laboratory and the buildings for the School of Mines, and the Department of Biology are now in use.

COLLEGE OF SCIENCE, LITERATURE AND THE ARTS.—This is the largest collegiate department of the university. The completion of the course leads to the degree of Bachelor of Arts. All resident students registering in this college are required to pay a tuition fee of \$40 per year. Non-residents are charged double this amount. The college year opens during the third week in September.

The work of the first two years is elective within certain limitations as to the range of subjects from which the electives may be chosen. The remaining work of the course is entirely elective subject to certain provisions as to distribution of work.

In addition to the students who enter for the four-year course leading to a degree, many others enter for the first two years of pre-professional training required for entrance to the Law School, the Medical School, and the College of Education.

COLLEGE OF ENGINEERING AND ARCHITECTURE.—The College of Engineering has the exclusive use of four buildings. The Experimental Engineering Building, completed in 1911, contains one of the finest laboratory rooms in the United States, and has in addition, lecture, computing, museum, office and tool rooms. It is already equipped for excellent work in experimental lines, and will in the near future be more elaborately equipped. The new Main Engineering Building, completed in 1912, contains the quarters of the Departments of Civil Engineering, Architecture, Mathematics and Mechanics, and Drawing. It contains further, welfare rooms for the use of students, the administration offices of the College, the general Engineering Library of the College, occupying an entire wing of the building and extending through three stories, an auditorium, capable of seating 400 persons, and many

recitation, lecture and drafting rooms.

The Electrical Engineering Department occupies a building by itself, in connection with the Power Plant, which furnishes in part light and power on the campus. The building is not new, but has recently been remodeled. A large amount of new modern electric apparatus has been installed. The Power Plant is operated jointly by the Departments of Electrical and Mechanical Engineering, and is an asset of the College.

The Mechanical Engineering Department is housed in a large brick building containing the machine and pattern-making shops, foundry and forge rooms. The building contains in addition the lecture, drafting and class rooms of the Mechanical Department.

This College offers regular courses of study of five years each in civil, mechanical and electrical engineering and architecture, leading to the degrees of Civil, Mechanical and Electrical Engineer and Architect, the degree of Bachelor of Science in Engineering or Architecture being conferred at the end of the fourth year. A tuition fee of \$60.00 per year is charged. The aim of the instruction given in the regular undergraduate courses of this College is to lay a broad and solid foundation in mathematics, mechanics, and drawing, so that, with the practice in field, shop, office, and laboratory work given to the students in the respective courses, they shall be fitted for immediate usefulness upon graduation, and after moderate amount of subsequent practice and experience be capable of taking charge of important works.

DEPARTMENT OF AGRICULTURE.—Consists of the College of Agriculture, the College of Forestry, the Schools of Agriculture at St. Anthony Park, Crookston, and Morris, the Extension Divi-

sion, the Division of Research in Agricultural Economics, the State Experiment Station at St. Anthony Park with substations at Crookston, Grand Rapids, and Morris, Duluth and Waseca. In addition the Department supervises a number of demonstration farms through its Extension Department. The College of Agriculture offers four year courses in Agriculture and Home Economics leading to the degree of Bachelor of Science. These courses, in uniformity with all other courses in the University, require fifteen units for entrance, and the work given is of collegiate grade. The Schools of Agriculture are designed to give young men and women training in subjects that will fit them for effective citizenship and for the duties and problems connected with farm life. Short courses in special subjects, such as dairying and traction engineering, are offered. A summer school attended largely by rural teachers is also maintained.

LAW SCHOOL—The department of law was established in 1888 under a provision of the charter of the university. In 1889 the law building was erected. A \$30,000 wing has since been added. The building is constructed of red brick and brown sandstone. Students desiring admission as candidates for the LL.B. degree are required to complete two years of collegiate work in science, literature and the arts in addition to the regular four year high school course. Diplomas of the law department admit to practice in Minnesota. The tuition fee is \$65 per year.

MEDICAL SCHOOL—The Medical School is housed, for the most part, on the new campus, where new Millard Hall and the Institute of Anatomy are located, upon Washington Av. S. E., between Church and Union Sts. These buildings are especially equipped

for teaching and research purposes in medicine and compare favorably with the chief laboratories of the country. The Institute of Public Health and Pathology, located on the old campus, houses the Department of Pathology, Bacteriology and Public Health, as also the Laboratory and Epidemiological Divisions of the State Board of Health. The Elliot Memorial Hospital building provides accommodations for one hundred and ninety-four patients for the clinical service of the school. This is located on the new campus. A number of temporary buildings close by are in use as homes for the pupils of the school, for nurses and the graduate nursing force of the hospital. The School for Nurses is under the management of the Medical School and is the first teaching department of its kind to come under immediate University control. The out-patient department of the University is located on Washington Av. S., near Seven Corners, where it draws freely from all parts of the city. It provides treatment for about 10,000 persons during each year.

A School of Embalming is conducted under the jurisdiction of the Medical School.

The students of the Colleges of Dentistry and Pharmacy receive instruction provided by the medical faculty in the sciences fundamental alike to their practice and to that of medicine. Many courses in medical science are open as electives to students in the College of Science, Literature and the Arts. Students in Household Science receive instruction in Physiology at the Medical School.

The medical library of twenty thousand volumes is housed in new Millard Hall.

The course in medicine has been extended to include a fifth or hospital year of interne service, while

its foundations have been broadened by the required attainment of the bachelor's degree before the degree in medicine is conferred. A tuition fee of \$150 per year is charged.

COLLEGE OF DENTISTRY.—The College of Dentistry offers a four years course. The first year is devoted to a study of the structure and function of the human body, advanced chemistry and dental technics. The second year to diseases and their treatment, emphasizing the dental disorders. The third year is a continuation of the second; the student practices all branches of dentistry. The annual fee is \$150 for the first year and \$175 for each of the remaining three years. This course leads to the degree of Doctor of Dental Surgery.

COLLEGE OF PHARMACY.—This college occupies a building of its own (formerly Old Millard Hall), 60 by 115 feet in dimensions, four stories high and entirely fireproof, and known as The Pharmacy Building. The college has recently increased its instructional facilities by enlarging its general equipment and by the addition of a medicinal plant garden and a pharmacognosy plant laboratory.

The College of Pharmacy offers a regular course of three years leading to the degree of Pharmaceutical Chemist, a four year course leading to the degree of Bachelor of Science in Pharmacy and two post-graduate courses leading to the degrees of Master of Science in Pharmacy and Doctor of Science in Pharmacy. The annual tuition in the three year course is \$55.

Graduation from a regular four year high school course is required for admission.

SCHOOL OF MINES.—Three regular courses of study are offered, namely, mining engineering, mining engineering specializing in geology, and metallurgy, leading to the degrees of Engineer of

Mines (E. M.), Engineer of Mines in Geology (E. M. Geology), and Metallurgical Engineer (Met. E.), respectively.

The technical courses consist of lecture work in mining, metallurgy, geology, and allied subjects, supplemented by laboratory work in assaying, chemistry, ore dressing and metallurgy; field work in plane and underground surveying, geology; actual practical mining and metallurgical work in Minnesota and western mining centers. A system of apprenticeship during summer vacations has been inaugurated. This work has become part of the curriculum and is required of all students who are candidates for degrees.

The School of Mines serves state interests and promotes the development of the mining and mineral resources of the state through its Experiment Station. The Experiment Station is prepared to assist citizens interested in this line of work; to assay specimens of ores, rocks, clays and minerals found within the state, free of charge. The tuition fee is \$55 a year.

SCHOOL OF ANALYTICAL AND APPLIED CHEMISTRY.—Offers three courses. Two of these, the Analytical and the five-year course in Arts and Chemistry, are designed for those who wish to become teachers of chemistry, analysts and investigators. The four-year Analytical course leads to the degree of Bachelor of Science in Chemistry, while the five-year course leads to the degree of Bachelor of Arts after four years and Bachelor of Science in Chemistry at the end of the fifth. The third or Applied Course extends over five years, leading to the degree of B. S. at the end of the fourth year, and Chemical Engineer at the end of the fifth. The tuition is \$55.00 per annum.

COLLEGE OF EDUCATION.—Organized to give a professional training for the higher positions in

public education, including the teaching and supervision of secondary schools. Two years of college study are required for admission and a bachelor's degree is granted at the end of a two years' course. The college conducts a four-year university high school as a laboratory of observation and practice. The annual fee is \$40.

GRADUATE SCHOOL.—In each of the colleges there are advanced courses of study leading to second degrees. These courses are open to graduates of any reputable college upon presentation of diploma. Tuition fee is \$30 per year.

EXTENSION SERVICE.—The University Extension Service is organized for the purpose of rendering service to the people of the State by making immediately available to them the resources of the University's faculty, libraries, laboratories, farms, and experiment stations.

The Extension Service is handled by two University divisions, the "General Extension Division" and the "Agricultural Extension Division." Under the supervision of these two divisions the following lines of service are offered:

GENERAL EXTENSION DIVISION.

CORRESPONDENCE and home study courses in collegiate, professional, and vocational branches.

LECTURES, either single or in groups, delivered by members of the University Faculty in the various communities.

LYCEUM courses of popular lectures, entertainments, and dramatic or musical numbers.

UNIVERSITY WEEKS, or six-day programs, conducted in towns through the state.

DEBATING HELPS, references and guidance in the organization of debating societies.

LANTERN SLIDES for distribution in sets as loans to schools.

MUNICIPAL REFERENCE BUREAU for obtaining and furnishing information for city officials.

SOCIAL CENTER guidance and co-operation for the wider community use of the school plant.

NIGHT CLASSES in business, education, engineering, law and collegiate branches.

SHORT COURSES of one week in merchandising and kindred subjects offered to communities that meet the requirements.

INFORMATION on various subjects to be obtained from the proper University source and furnished to inquirers.

EXTENSION CENTERS for classroom instruction in industrial and other branches established in cities that meet the requirements.

AGRICULTURAL EXTENSION DIVISION.

FARMERS' INSTITUTES held in towns, villages, or rural communities.

DEMONSTRATION FARMS: Operation of private farms directed by extension men through frequent visitation.

JUDGES furnished for county and street fairs and judging demonstrations given.

LECTURES, either single or in groups, delivered by representatives of the Agricultural College in communities meeting requirements.

SHORT COURSES of one week offered in agriculture and home economics, either separate or combined.

RURAL SCHOOLS aided in giving instruction in agriculture and home economics, and in conducting contests among boys and girls. Special instructors furnished county teachers' training schools.

CLUB WORK AMONG BOYS AND GIRLS encouraged and guided. Special organizer sent on request.

FARMERS' CLUBS organized and encouraged, also speakers and suggestive programs furnished.

COUNTY AGENTS representative of the Agricultural College placed in each county that qualifies.

PUBLICATIONS: Extension Bulletins and several periodicals dealing with agricultural education and agricultural news mailed free to interested persons.

INFORMATION furnished on all agricultural subjects by correspondence.

SUMMER SESSION.—A very considerable number of courses, not

only liberal, but technical as well, can be pursued at the University during six weeks in June and July. They are planned for college students, for teachers, and for men and women in other occupations who wish the advantage of advanced study.

ALUMNI ASSOCIATION (THE GENERAL).—An organization of alumni and former students of the University having as its object the promotion of the welfare of the University of Minnesota. Employs a permanent secretary who devotes his whole time to the work of the association; publishes the Minnesota Alumni Weekly.

MILITARY TRAINING AND S. A. T. C.—The University has been officially designated as a University at which a unit of the Students' Army Training Corps is established. Its organization is now complete. Any male person eighteen to forty-five years of age qualified to enter the University may become a member of the Students' Army Training Corps.

LIBRARIES.—The library of the university contains about 185,000 bound volumes and about 1,000 periodicals are received regularly. The library is open to students and the public from 8 a. m. to 10:00 p. m. every day of the university year, except Sundays and legal holidays. Besides the general library, there are a number of college libraries including those of law, medicine, engineering, agriculture and mines. In addition to these each department in the College of Science, Literature, and the Arts has its own library.

SOCIETIES AND PUBLICATIONS.—There are a large number of literary and social societies among the students and faculty of the university, for a list of which the Minnesota Blue Book should be consulted. Athletics are given much attention and are under the supervision of a board of control made up of students and members

of the faculty. The university has devoted a part of the campus to athletics. This is known as "Northrop Field." It contains about 6 acres, suitably enclosed and fitted for athletic contests.

"The Minnesota Law Review" is published by the faculty and students of the Law School.

During the college year the students of the university publish the "Minnesota Daily." The business manager and board of directors are chosen by the student body.

The junior class issues each year before the commencement an annual known as "The Gopher." The "Minnesota Magazine" is a monthly publication devoted to the cultivation of literary taste and effort among the students.

The alumni publish a weekly paper called the "Minnesota Alumni Weekly," which is devoted to the interests of the alumni.

Other publications are the Minnesota Engineer, the Minnesota Forester, the School of Mines Bulletin, the Minnesota Farm Review, and the "Minnehaha."

SCHOLARSHIPS AND PRIZES.—It is the policy of the university to establish scholarships in the different departments where extra help is needed for instruction. A long list of prizes is offered, such as the Pillsbury prizes in oratory, the 1889 memorial prize for the best thesis in history, and a number of similar prizes offered by prominent people interested in the institution.

FELLOWSHIPS.—Four fellowships, each being the income from \$10,000 were established by the late Thos. H. Shevlin of Minneapolis, the objects being Academic, Agriculture, Chemistry, and Medicine. (See EDUCATION, PUBLIC SCHOOLS, HIGH SCHOOLS, etc.) Como-Harriet, Como-Hopkins, Oak & Harriet and St. Paul and Minneapolis electric lines.

Valuation.—(See ASSESSED VALUATION.)

Vendome, Hotel.—One of the prominent hotels of the city. It is a handsome five-story building, with automatic sprinkler fire protection and a seven-story fire-proof addition, at 19 S. 4th St.—a location adjacent to the retail and jobbing districts as well as to the theaters and all street railway lines. It has 250 rooms and is conducted on the European plan.

Visiting Nurse Association.—This was organized and incorporated as a separate association in 1917. Its object is to promote the public health of the city through visiting nursing and by any other means which the needs of the city suggest. It provides district nursing for those unable to pay wholly or in part for such service. It provides hour nursing for those unable to pay for full time service of a trained nurse. It maintains a summer camp for tuberculous children at Glenwood Park, and cares for such incurable and tuberculous patients as the institution of the city cannot provide accommodations for. Its officers are: Mrs. F. A. Chamberlain, president; Mrs. C. C. Webber, treasurer; and Miss Minnie F. Paterson, superintendent of nurses.

Vital Statistics.—The death rate in Minneapolis in 1917 was 11.45 per 1,000, a figure not shown by any other large city in the country. Births are recorded by the commissioner of health and number over 6,000 annually—increasing with the growth of the city. (See HEALTH.)

Vote.—(See POLITICS.)

Voting Precincts.—(See POLITICAL DIVISIONS.)

Walks.—Attractive walks may be enjoyed in vicinity of Minnehaha Falls and Fort Snelling; in the region west of Minneapolis; and about Lake Minnetonka. Win-

chell Trail, leading from the Falls to Lake Street bridge, follows the course of old Indian trails.

Wall Maps.—Wall maps of all kinds are to be found at the Hudson Publishing Co., 404 Kasota Bldg.

Ward Boundaries.—(See POLITICAL DIVISIONS.)

Washburn "A" Mill.—The largest flour mill in floor area, is the Washburn "A," which stands on the west side between the "canal" and 2nd St. near 6th Av. S. Its construction was commenced immediately after the destruction of its predecessor by the great explosion of 1878 and it was finished in 1880. The mill covers a ground space of 100 by 240 feet, is eight stories high and from the platform over the canal to the top of the cupola is 158 feet. In the walls, which are five feet thick at the base and 20 inches at the top, are 371,250 cubic feet of masonry and over 2,750,000 feet of lumber went into the construction. A daily capacity of 12,000 barrels of flour is credited to the Washburn "A." The mill is recommended for inspection and intending visitors may secure permits at the office of the Washburn-Crosby Co. in the Chamber of Commerce building. Minneapolis & St. Paul electric line.

Washburn Home.—A bequest of the late C. C. Washburn, governor of Wisconsin, devoted \$375,000 to the founding of an orphans' home in Minneapolis. Senator W. D. Washburn, the testator's brother, gave 20 acres of land on Nicollet Av. near 50th St. and a handsome building was erected at a cost of \$75,000. The remainder of the bequest constitutes the endowment fund and is so invested as to bring an ample income. The building is three stories in height with mansard and basement. It is built

of pressed brick with Lake Superior sandstone trimmings, interior finish of oak and is admirably equipped in every department. It has a capacity for 100 children. It is designed for orphans or half orphans resident in Minnesota and of any class or nationality. Children may remain until fifteen years of age when necessary. Washburn Park & Columbia Heights electric line.

Washburn Park.—A suburban locality lying on Nicollet Av. at its intersection with Minnehaha creek. It is reached in about a half hours ride by the Washburn Park cars on Marquette and Nicollet. Contains the highest land in Hennepin county.

Washington Avenue.—The most conspicuous north and south thoroughfare in the city. Its course is parallel with the river in the west division between 2nd and 3rd Sts. from the north city limits to the river at 21st Av. S. The avenue is 100 feet wide through the larger part of its course.

Water Power.—St. Anthony Falls and their 60,000 utilized horse power were the potent influence which led to the building of Minneapolis. The available perpendicular fall of the water is about 68 feet. In 1822 the first attempt at utilizing the power was made by the government, when a small saw mill was erected. From 1850 the development made rapid progress. In 1868 the destruction of the ledge forming the falls was threatened and in 1875 a series of dams and retaining walls supplemented by a wooden "apron" were completed at a cost of nearly a million dollars, the United States government contributing \$550,000 and citizens of Minneapolis \$334,500. This work saved the falls, though there is still some anxiety lest further damage should be done

by the action of the water on the upper end of the ledge.

The power of the main falls is utilized by means of canals on the east and west sides which convey the water to the various mills.

The lower dam, owned by the St. Anthony Falls Water Power Co., was built 1895-97. The head developed is 20 feet and the stone dam is approximately 1090 feet long. A power house 200 feet long contains 10 1,000 horse power units, furnishing power to 10 700 kilo-watt generators which operate the street railways of Minneapolis and St. Paul. The cost of these improvements was \$1,000,000. The alternatnig electric current transmitted to St. Paul is generated at 3,450 volts, raised to 12,000 volts by means of step-up transformers, transmitted to St. Paul, then lowered to 3,450 volts pressure by means of step-down transformers and is converted into direct current at 550 volts pressure, by means of rotary converters, thence passes to the feeder lines on the streets, finally being utilized to propel the street cars. The plant was designed and built by Wm. de la Barre, engineer of the company. A further development of the water power undertaken in 1906 produces 12,000 additional horse power. This plant is located on Hennepin Island and the power has been leased for a term of years to the Twin City Rapid Transit Company. The head developed is 48 feet. (See FLOUR and FLOUR MILLING and ST. ANTHONY FALLS.)

Water Rates.—Water rents are payable half yearly on the 1st of May and November, at the office of the city treasurer, in the city hall. On the first of May and November notices are mailed to consumers. If rents are not paid by the 20th of these months the water will be shut off. Meter

rates are 8c per 1,000 gals., with a minimum charge of \$4 per year. Payable quarterly Feb. 1st, May 1st, Aug. 1st and Nov. 1st.

Water Works.—Minneapolis has a thoroughly modern water works system of which the most interesting feature is a water-purification plant, completed in 1912. The water supply is obtained from the Mississippi river near the northern limits of the city. After being pumped about three miles to an elevated site near Columbia Heights, northeast of the city, the water enters the purification plant where it undergoes the processes of sedimentation and mechanical filtration "with sulphate of alumina as reagent, and chlorine gas as a disinfectant." The plant, which cost about \$1,000,000, in addition to the old reservoirs (which were utilized) includes a sedimentation basin, mixing chamber, two coagulation basins, a head house, 16 filter units, two auxiliary clear water basins and a main clear water basin. The process is rapid, scientific and effective; the water leaves the filters clear and sparkling and essentially pure. From the clear water basin it is distributed by gravity to all parts of the city and is generally used by the people of the city as a safe and satisfactory drinking water.

The capacity of the filtration plant is to be increased 50% by the addition of 8 filter units under construction in 1917 at a cost of about \$500,000.

Lewis I. Birdsall is superintendent of the filtration plant.

The main pumping station is on the east side of the river nearly opposite an older station at the mouth of Shingle creek. The main station has two Holly pumping engines with a capacity of 30,000,000 gallons and one 25,000,000 gal. centrifugal electric pump and cost about \$500,000. That on the west shore has one 25,-

000,000 gal. centrifugal electric pump. The average daily consumption of water is about 30,000,000 gallons, or about 70 gallons per day per capita.

The city has about 600 miles of water mains and collects about \$550,000 annually in water taxes from some 50,000 consumers.

Wayzata.—A village on the north shore of Lake Minnetonka, reached by the Great Northern R'y. (See MINNETONKA.)

Weather Bureau.—The section director, U. G. Purcell, has offices at 504 Federal building. Daily observations of the weather, and meteorological conditions are made and recorded, and a weather map and forecast are issued each morning, except Sunday.

Wells Memorial House.—116 N. Eleventh St. Devoted to social settlement work and under the general direction of a board of managers appointed largely from the membership of St. Mark's Episcopal church which contributed the funds for the building. It was completed and opened in 1908. The building is of colonial style. It has a frontage of 92 feet and a depth of 48 feet. The auditorium used as a boys' club, is on the first floor at the left of the entrance and the gymnasium is in the rear. In the high basement at the right of the door is a dispensary. On the first floor is the office, library, and kindergarten. On the second floor in front is a day nursery, a dancing hall, and in the rear the cooking school, women's club, etc. On the top floor are the apartments for the resident workers, the day nursery nurse and the superintendent.

Wesley M. E. Church.—Cor. 1st Av. S. and Grant St. Completed in May, 1892. Its exterior is Romanesque with a tower at the Grant St. and 1st Av. corner and an elaborate porte cochere on the Grant St. side. The material used

is Lake Superior brown stone. The structure occupies a lot which is 100 feet on 1st Av. S. by 145 feet on Grant St. There is a total seating capacity of about 1,500.

West Hotel.—Among the finest hotels in the country the West hotel of Minneapolis stands conspicuous. In point of interior finish and beauty it is excelled by few. The building is eight stories high and cost \$1,500,000. It is built of Joliet marble, and red pressed brick with terra cotta trimmings, in combination of the Queen Anne and Colonial styles, with 196x174 feet ground plan, and has a total height of 200 feet. The lobby which is capable of holding 1,000 people, discloses the grand staircase and galleries, and a wealth of ornamentation in mahogany, marble, bronze, brass and stained glass, which is a distinctive feature of the structure.

Westminster Presbyterian Church.—The Westminster Presbyterian church of Minneapolis was organized Aug. 23, 1857. Its building at Nicollet Av. and 12th St. is one of the largest in Minneapolis and with a nominal seating capacity of 1,500 is so arranged that 2,500 people can be seated within sound of the voice of a speaker upon the platform in the main auditorium.

The building has a frontage on Nicollet Av. of 128 feet and on 12th St. of 160 feet. The towers rise to the height of 105 feet. The main auditorium is 95x100 feet in its largest dimensions.

A mixture of Gothic and Roman characterizes the treatment of the interior. The seating is in amphitheater form and an unusually large gallery extends down to, and connects with the choir gallery. In the rear of the auditorium are arranged the Sunday school rooms, parlors and library, and in the basement are a dining room, kitchen, bicycle room, drill

hall and a host of the modern requisites of a large city church.

The organ is one of the finest in the West. The church is well organized. It maintains numerous missions and Sunday schools which often become the foundations of new churches of the denomination.

Rev. John E. Bushnell D. D. is pastor.

West Side.—The popular name for the "west division" or all that part of the city west and south of the Mississippi river. It is much the larger part in area and population and contains the business center.

West Side Flats.—A narrow strip of low-lands at the base of the cliffs along the Mississippi below the Falls.

What to See.—(See SEEING THE CITY, DRIVES AND EXCURSIONS.)

Wheat Market.—(See GRAIN TRADE.)

White Bear Lake.—A fine sheet of water about three miles long lying eight or nine miles northeast of St. Paul and fifteen miles from Minneapolis. It is a favorite resort with St. Paul people, to whom it occupies much the same position as Lake Minnetonka to Minneapolis residents. Take Minneapolis & St. Paul electric cars to St. Paul, changing to St. Paul & Stillwater line at 7th and Wabasha Sts.

Wholesale Business.—(See JOB-BING TRADE.)

Woman's Boarding Home.—(See Woman's Christian Association.)

Woman's Christian Association of Minneapolis (Incorporated).—Organized in 1866. Maintains homes and co-operative boarding clubs for young women and homes for the aged. Managed by a board of directors of sixty-eight women. All financial affairs are subject to the approval of an advisory board

of five business men. The office of the Association is at 1800 First Ave. South. Telephone South 6252. Mrs. James Paige, president; Mrs. J. Frank Corbett, secretary.

The following institutions are departments of the Woman's Christian Association:

JONES-HARRISON HOME (Incorporated). For the Aged. 3700 Cedar Lake Av. Telephone, Walnut 18. Mrs. S. J. Hewson, President. A beautifully situated and well appointed home with capacity for forty-seven old ladies. Visitors are welcome. Accessible at all times from Chowen Av. on St. Louis Park car line. In summer the Park Board's electric launches stop near the grounds. This property was given by the late Hon. E. S. Jones and by the bequest of Mrs. Jane T. Harrison.

WOMAN'S BOARDING HOME (Incorporated). 52 S. 10th St. Telephone Main 2287. Mrs. Clarkson Lindley, President. Accommodates 130 self-supporting young women and students; is very centrally located and was given by the late Mr. and Mrs. W. H. Dunwoody.

MAHALA FISK PILLSBURY HOME, 819 2nd Av. S. Telephone, Main 1867. Mrs. L. L. Dodge, Chairman. Accommodates 55 self-supporting young women at a low price; is very centrally located and was given by the late Gov. J. S. Pillsbury as a memorial to his wife.

TRANSIENT HOME FOR GIRLS, 1714 Stevens Av. Telephone, South 4147. Mrs. A. Y. Merrill, Chairman. For young women who desire a safe and comfortable stopping place for a few days at a low price, and for twelve permanent boarders. This property was given by friends. The work is endowed in memory of Dr. A. H. Lindley, Mr. Levi M. Stewart, and Mr. Clinton Morrison.

WOMAN'S CHRISTIAN ASSOCIATION CLUB, 1614 Stevens Av. Telephone, Main 5530. Mrs. R. J. Healy, Chairman. A self-supporting co-operative boarding club for 55 women on the plan of the Eleanor Clubs of Chicago.

WOMAN'S CHRISTIAN ASSOCIATION CENTRAL CLUB, 1800 1st Av. S. Telephone, South 6252. Mrs. F. W. Little, Chairman. Accommodates 55 women on the above plan and occupies two adjoining residences.

WOMAN'S HOTEL, 122 Hennepin Av. Telephone, Main 495. Mrs. T. H. Weld, Chairman. Accommodates 25 women and children in separate rooms. Lodging only. Rates 50 cents a night.

Woman's Christian Temperance Union.—This organization maintains no offices but the following state officers are resident in the city. President, Miss Rozette Hendrix, 2408 Nicollet Av.; cor. secretary, Mrs. Kate Kercher, Brookside, Minneapolis, R. No. 2; rec. secretary, Mrs. Belle M. Welch, 4310 Blaisdell Av. Mrs. Minnie E. Graham, 4223 Morning-side Road, is president of Hennepin District Union, and Mrs. A. M. Calderwood, 986 15th Av. S. E., is secretary. The district is composed of twenty different unions.

Woman's Club.—An organization of more than 800 women of Minneapolis for the purpose of public service. Its departments are: Arts and Letters; Home and Education; and Social Economics—and through the various committees of these divisions and by general club action the club has taken a prominent and useful part in the life of the city in recent years. The club has a well appointed club house at 1526 Harmon Place. Here are held meetings of all kinds incident to the club work and lectures, recitals, etc., are given in an assembly hall which is a new and valuable adjunct of the building. Mrs. John T. Baxter is president and Miss Edna M. Chandler, secretary.

Women's Organizations.—Minneapolis women have organized for almost every conceivable purpose connected with the social, literary, musical, educational and philanthropic life of the city.

The following list includes some of the leading women's organizations of the city, but does not attempt to enumerate local or study clubs or church societies.

COLLEGE WOMEN'S CLUB.—Mrs. Harvey M. Hickok, president, 75 Dell Pl.

MINNEAPOLIS IMPROVEMENT LEAGUE.—Mrs. Geo. H. Richards, president, 2639 Harriet Av.

THURSDAY MUSICAL.—Mrs. Weed Munro, president. Studio, 804 Nicollet Av.

WOMAN'S CLUB OF MINNEAPOLIS.—Mrs. John T. Baxter, president, 1526 Harmon Pl.

WOMAN'S CHRISTIAN ASSOCIATION.—Mrs. Jas. Paige, president, 420 Oak Grove St.

WOMEN'S WELFARE LEAGUE.—Miss Gratia A. Countryman, president, Public Library.

YOUNG WOMEN'S CHRISTIAN ASSOCIATION.—M. Frances Cross, general secretary, 87 S. 7th St.

Workhouse.—Situated on N. Lyndale Ave. near the northern limits of the city. The numerous petty criminals convicted in the municipal court, are sentenced to the workhouse, where labor is provided during their terms. Buildings worth \$365,000 stand on 132 acres of land worth \$91,000. Cedar & Camden electric line.

Yachting.—There is fine sport at Lake Minnetonka and many of the smaller lakes in the vicinity of the city. The Minnetonka Yacht Club with club house at St. Louis Bay is the principal yachtsmen's organization. The Calhoun Yacht Club sails Lake Calhoun. Boats for hire may be obtained at all the principal resorts at Minnetonka and at Lakes Calhoun and Harriet. (See ICE YACHTING.)

Young Men's Christian Association of the City of Minneapolis.—Was organized in the summer of 1866. Since that time it has gradually grown until it now owns, free from debt, a splendid property at the corner of 10th and Mary Place, valued at \$175,000, a branch building at the corner of 14th Av. S. E. and Talmage St., valued at \$30,000, and a Summer Camp on Green Lake, near Chisago City, Minnesota. There are strong

branches at the University of Minnesota and in the South Town district.

The central building is of brown stone and pressed brick, five stories in height. There are entrances on both fronts. The first floor of the buildings is given up to reading room, social and game rooms and the association office. The physical department, including a well equipped gymnasium, swimming pool and shower baths, boxing, fencing and wrestling and locker rooms, occupies about one-fourth of the building.

On the second floor is the auditorium, seating 600, used for religious meetings, concerts, lectures and entertainments. The remainder of the second floor is occupied by the dining room and educational class rooms. There are four other large educational class rooms on the top floor, making a total accommodation for about 700 students in the evening school. The remainder of the building is used for dormitory rooms, accommodating 50 resident members.

The central building, although affording excellent accommodations, is quite outgrown and the Association conducted a remarkable campaign during the first 10 days of June, 1916, to provide for the development of a number of buildings to meet the requirements of the different sections of the city. \$1,150,000 was subscribed by the citizens during a whirlwind canvass. Land has been purchased at the corner of 9th St. and Mary Place, midway between Hennepin and Nicollet Avenues, one block nearer the center of the business district than the present building. A half million dollar building is under construction. Other branch buildings will be erected at the University of Minnesota, in Northeast Minneapolis, in North Minneapolis, in South Town and on West Lake St. This will make one of the most complete Y. M. C. A. equipments for a city of the

size of Minneapolis in the world.

This Association maintains a General Service Department which gives special attention to helping strangers find desirable rooms, advising new comers regarding employment, and furnishing general information.

The Association also conducts boy's clubs, night schools, athletic and religious activities at more than thirty extension centers throughout the city.

The Evening School of the association provides educational opportunities for employed young men in all the commercial branches, business law, scientific salesmanship, credit management, advertising, real estate, character analysis, mechanical and architectural drafting, plan reading and estimating, electrical engineering, English for foreigners, reading, spelling, penmanship, arithmetic, business correspondence, shorthand and typewriting, and automobile construction and operation.

Any well meaning young man regardless of nationality or religious belief may become a member simply by calling at the office, filling out an application blank and paying the fees, which are small.

S. Wirt Wiley is general secretary.

Young Women's Christian Association.—Located at 87 S. 7th St., where it occupies a building erected in 1902. The building contains a reading room, rest room, lunch room, swimming pool, gymnasium and other class rooms. The association, which is on much

the same basis as the Y. M. C. A., was organized in June, 1891. The present membership numbers about 5,000, general and sustaining. The sustaining membership fee is \$5 annually; general membership, \$1.

A bureau of information aims to give to young women who come to the city as strangers, any desired help in securing suitable boarding places and employment. The association supports the "Traveler's Aid," and five women spend all their time at the Union, Milwaukee and M. & St. L. dents, John S. Pillsbury and E. J. Couper; recording secretary, B. F. Benson; treasurer, J. M. Martin; general secretary, S. Wirt Wiley. stations meeting trains and assisting travelers.

There are educational, domestic science and art, and physical gymnastic classes, a small tuition being charged those joining. There is a religious service on Sunday at 4 p. m. Frequent evening entertainments of various character, and social gatherings, are given. The work of the association is carried on largely by committees under the supervision of a board of directors consisting of thirty women, representing the various churches of the city. Mrs. F. R. Sprague is president; M. Frances Cross is general secretary.

The headquarters of the North Central Field of the National Y. W. C. A. are at 425 N. W. Nat. Life Bldg. This Field comprises the five states: Minnesota, Iowa, Nebraska, North and South Dakota.

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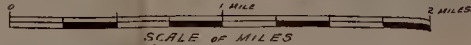
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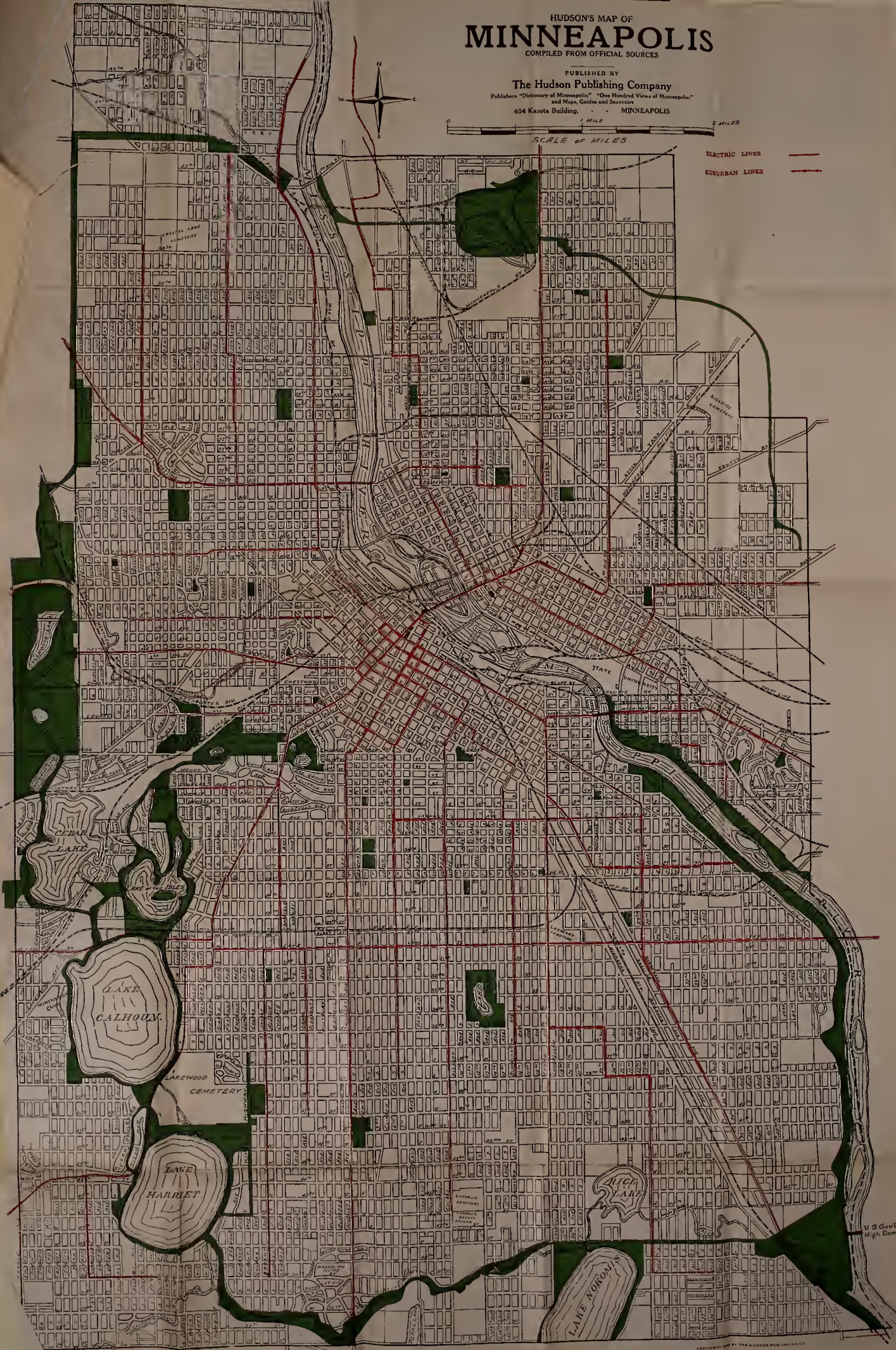


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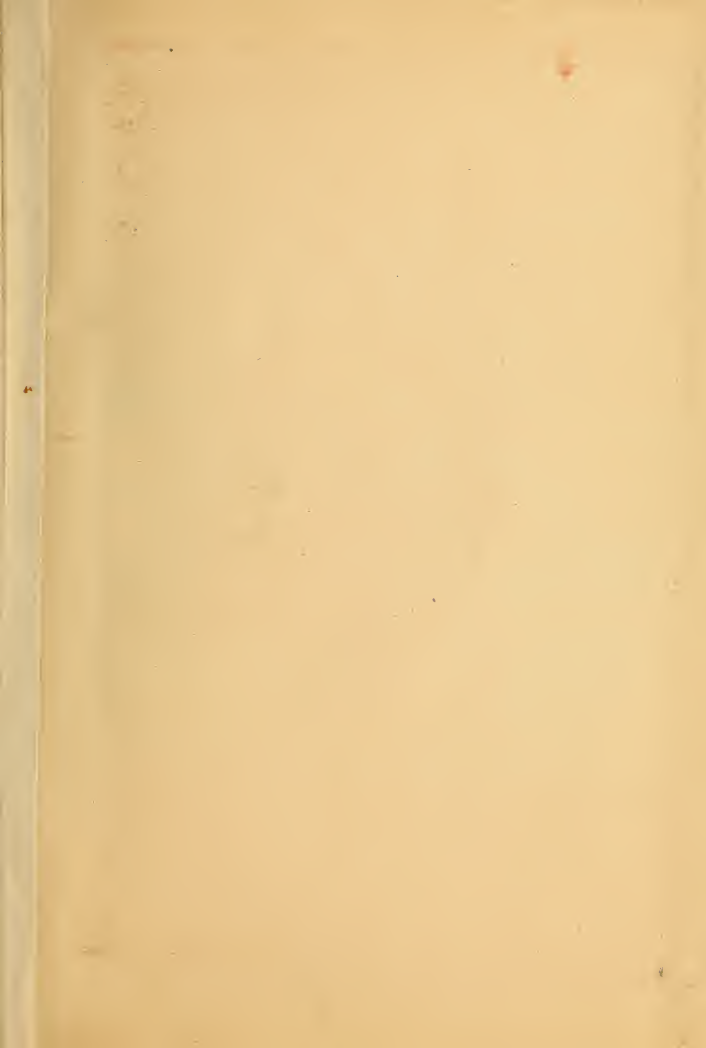
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